



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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, October 10, 1989

****1:00 P.M. - Large Conference Room - 316**

AGENDA

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

****PLEASE NOTE CHANGE IN TIME:**

1. * Minutes of the September 26, 1989 Meeting.
2. Chairman's Comments
3. Update on Joint LRT Advisory Committee and Progress on the Development and Financial Plan for LRT
4. * Federal Funding - letter to Urban Mass Transportation Administration
5. * Midway Corridor Task Force Appointments
6. San Diego LRT trip summary
7. * Ratify payment to SRF

***Action is required.**

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 26, 1989

A meeting of the Board of the Ramsey County Regional Railroad Authority was held September 26, 1989, at 10:40 A.M. in the Large Conference Room of 316, Court House.

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

Also Present: David MacMillan, James Van Houdt, Ed Glaubitz, Patrick O'Malley, Robert Clarkson, Dave Warner, Dick Wolsfeld, Jill Goski, James E. Tolaas, Karen Tero, Terry Lindeke, Kathy DeSpiegelaere, Frances Glendenning

1. Minutes of the September 6, 1989 Meeting

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

The Ramsey County Regional Railroad Authority approves the minutes of the meeting held on September 5, 1989, as written.

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

2. Chairman's Comments

Chairman Finley explained that we are running into conflicts with all the meeting dates with two members on the RTB Advisory Committee and his being on the RTB Board.

There is a Financial Forum scheduled for October 11th in the morning, at a place to be determined at a later date - this is for funding of LRT in the Metropolitan area, On October 18th there is the Regional Transit Board Conference.

Kathy DeSpiegelaere advised the Board that the Advisory Committee had been scheduled to meet on October 18th, but this has been moved to October 25th.

Chairman Finley said this October 25th date had been selected by this Board to have a Work Session, this was done over four months ago. He suggested

that possibly this Board could meet on October 23rd. This originally was planned as a four hour session. Ms. DeSpiegelaere recommended that the Board meet from ten to one o'clock on the 23rd, and this could be worked out. Due to conflict with other meetings for Board members, the date was changed to October 30th, meeting to begin at 9:00 A.M., this may be a four hour session, and the Board could work through the lunch hour.

All Board members were in agreement on October 30th, starting at 9:00 A.M., the original Work Session had been scheduled for the St. Paul Hotel, but due to change in date members will be advised of the location when this has been confirmed.

Chairman Finley informed the Board that tomorrow the City Council Committee is considering our Comprehensive Plan, and he is planning on being there. We will present the plan, to get their input, and ask that they take action on that. They will also be discussing specifically the Northeast Corridor. Chairman Finley invited the Board Members to attend if they wished to do so.

We have some good comments and some bad comments on the Forums, as far as attendance is concerned. Chairman Finley mentioned one of the things he has tried to do both at the RTB and whenever he has been asked to speak, is to really give the East-Metro perspective, as our neighbors, Dakota and Washington County, are really looking to us as the forerunners for the protection of their counties. One of the primary reasons we are in light rail transit is to bring the people to the work centers and job centers that are in Ramsey County. A lot of the people who are coming from there, are coming from the East Metro area, and therefore, that is the purpose for extending 94 on 36, down 61, over the Lafayette Bridge, down 35E and over to the airport. It is not just our connection with Minneapolis that is going to make or break light rail transit in the East Metro area. If we only do the Midway Corridor, he does not think anyone would be foolish enough to think that LRT is going to be successful.

The East Metro area has as fast a growing area as the western suburbs or any one else, Inver Grove Heights, Washington County has improved. We have to stress that although Hennepin County was the forerunner for LRT, that we are part of the metropolitan area, the East Metro area is just as important as the rest of the Twin City Metro Area. He showed a map which should be used at the forums, this shows the way the three comprehensive plans fit together, all would be done individually by three counties, Anoka, Hennepin and Ramsey. They are all connected and they make sense, this is the triangle which we originally talked about to begin with before anyone had any planning.

Commissioner Hunt commented that from the map it appears that Ramsey County is more ambitious than Hennepin County. Chairman Finley responded, rightfully so. The NW and SW corridors have higher ridership than some of these other corridors.

Chairman Finley thinks we have been very thorough so far in the Comprehensive Plan, and in looking at the financing alternatives, we may get a consensus that County property tax dollars is not the only the way to look at our local share

of light rail transit, presented that we feel that a local initiative - there was a misapprehension that we were opposed to any type of local initiative which is false. He thinks what the RCRRA has said consistently that we do not think that the County as a unit of government should be levying a property tax for the capital and operations of LRT. We were not foolish enough to think that the State Legislature is going to be providing all of the funds that the Federal Government does not provide. We looked at the alternatives of payroll tax, income tax, sales tax on a metro-wide basis. The local initiative should come from a broader span than each individual county. He explained this to some of the RTB members that if it is going to be a metro-wide system, it should not be a smaller unit levying those local dollars, whether it be the RTB, the MTC, or whoever is going to be handling the overall construction and operation. It should be the local unit of government probably that will be providing the match for Federal and State funds, so that the perspective of the area wide folds into the financial part just as well, and this really shows that this is not an individual county system, but a system to be financed area-wide at least.

Commissioner Hunt feels this is a good point, and she agrees with all the observations Chairman Finley made, but she thinks that it is not going to be that easy to sell that argument to the other people who are involved in the process. From having had some discussions at the last Advisory Committee with Hennepin County, she thinks there is a feeling that they have the resources and property tax base to do it, and they should not be held up in the process, and we should be able to go ahead. She is hopeful that we can carry that message and get it across, but it is not going to be that easy.

Chairman Finley said it is important that all our Board members are carrying the same message, that we do not feel that County property tax dollars should be necessary for the local share, and other alternatives should be looked at on a regional wide basis.

Commissioner Ahrens agrees with what Chairman Finley is saying, but in her contacts with the Advisory Committee, it appears that Hennepin does intend to levy a property tax in Hennepin County, and they are not too happy with our position, and also the suburban counties she is not sure how keen they would be on taxing themselves for a system that would be our system at this point, if it will be the Midway Corridor. Washington, Scott and Carver Counties - we may have some real problems in selling that concept.

Commissioner Schaber feels very strongly that it should not be a local property tax issue, and we have stated quite clearly in our resolutions. The concern he has is how do you fund it, it seems it has to come from a regional perspective, there is no other way that it can, or from a state perspective. How that will be done he does not know, we have funded the impact statements, but have not gotten down to the real critical issues, how are we going to finance it. We have a problem as we have a very wealthy county in Hennepin who does have the ability to go ahead and do it on their own. It is very obvious that we do not, and he does not know what the other suburban counties would do as they are not far enough along to know what their costs will be.

Chairman Finley asked if property taxes on a metro wide basis may be a viable alternative. Commissioner Schaber said this is one of the options to be looked at along with other options. This would not be his number one priority at all.

Commissioner Salverda commented that Ramsey County did two exercises in Ramsey County, one was to prioritize ourselves and develop a consensus, and the other was to hire a consultant. It would seem to him that the RTB would do the same things among their members.

Chairman Finley said that is what they are doing, but they are doing it through the structure of the RTB Advisory Committee, they will hire consultants. In fact, they hired Springsted as a financial consultant, and on the development side they have hired BRW and Strgar-Roscoe-Fausch, so there is that coordination between Ramsey, Hennepin and Anoka Counties, but they are doing this through the Advisory Committee. He met with Mr. Ehrlichmann the other day, that is the plan the RTB Board is going to meet jointly with the Advisory Committee when the development plan comes in so that all these issues can be looked at by everyone together.

Commissioner Hunt said in looking ahead she anticipates that there is going to be some portion that is going to have to come from the property tax, in getting the sense from other members of the Advisory Committee, but we have to attempt to see that it is as fair as possible, and if it is done on a regional basis, it would address some of our concerns. We have carried some of these things to the RTB Board that we carried to the State Legislature, as an impacted county we are not in a position to come up with the same kind of property tax levies as other counties, as we are a no-growth county. She is hopeful through our representatives in the Legislature that they will assist a county like Ramsey County, as we are an integral part of the system.

Chairman Finley added that we are not only a no-growth county, but 50% of our property is tax exempt. This compounds the problems to start with as we have no base to start with.

Commissioner Schaber is of the opinion that we must go to the Legislature, as they are the ones who created the rail authority, they will need to share that responsibility of funding. It is absolutely critical, we have to have some source of funding. Metropolitan Council which was created in the 60's has outgrown itself as well, so we need to look at some sort of funding coming from the Legislature. This lrt system is being designed to relieve some pressure from the freeway system.

Chairman Finley feels that the Legislature is going to play an important part, they are going to finance part of it, but cannot envision them funding this 100%. There will have to be some local initiative, whether or not it is from the unit of government, i.e., the county, or whether it could be on a regional perspective. We would opt for a regional type of levy or new tax, sales, etc.

Commissioner Ahrens said we need to know we have the votes for that. If you look around at the meeting, Hennepin wants to do it with the property tax and the rest of them are not going to take too kindly to a levy in their counties to help us.

Chairman Finley says that may be true, but he wants to make sure that we all are consistent in our position so that it is not fragmented. At a meeting that he was at, he felt they thought Ramsey County was against any kind of property tax, but he said that we were against property tax as our unit of government has so many mandates, we do not think it fits into the priorities, we do not have any growth, we can hardly take care of what we have without taking on another big chunk. If property tax is going to be part of the local initiative, it should be spread on a wider basis.

Commissioner McCarty would like to know on the recommendation of sources from the Advisory Committee, how will that impact on the property taxes in Ramsey County.

Chairman Finley explained the way it proceeds is they make the recommendation to the RTB, the RTB then sends to Metropolitan Council, and it will come back to the RTB to be presented to the Legislature. The timetable is December 31 and February 15th that is for the Development and the Financial Plan. The coordination plan is to be presented to the Legislature by the RTB in July. All of these are recommendations for a plan, all subject to the Legislature approval to determine whether or not we are right, and the Legislature will do what they please. They have offered us the opportunity to put together a plan for funding and ultimate coordination of LRT. It is really a report to the Legislature as to what we think is the best way to develop and coordinate the overall LRT system.

Commissioner Hunt would like to point out that our Delegation is well aware of some of the problems that we face, and they are the reason for the process that we are going through right now.

Chairman Finley added, some of the Legislators in Hennepin County have become aware and understand the problems of Ramsey County versus Hennepin County as it affects the method of funding. They are on our border and understand the issues.

Commissioner McCarty informed the Board that there is one more player coming onto the scene, Minnesota Good Roads Inc. will have a meeting on October 5th, and they are changing their name to the Minnesota Transportation Alliance, and they have changed their agenda to include all forms of transportation including light rail transit, and they will be watching this very closely.

Chairman Finley commented this is a positive, as they are at least thinking that there are alternative modes of transportation other than highways.

Ms. DeSpiegelaere said that on October 11th there is a Financial Forum sponsored by the RTB that is part of preparation for the Development and Financial Plan. There will be people coming here from other parts of the country, and Bob Pulscher will be part of the discussion as well. The meeting will last from 8:00 to noon, and an invitation will be sent to each Board member individually from Mike Ehrlichmann. This will be an opportunity to obtain additional information on financing of LRT. Location of the meeting has not been determined.

3. Approve submission of grant application to Mn/DOT for \$1,709,000 and affirm commitment of RCRRRA to fund remaining \$1,709,000,000 if funds are received for Phase II PE for LRT in Midway Corridor.

Chairman Finley said that we have committed for - 1) Alignment to be chosen after or during the first Phase, so prior to the expenditure or receipt of this money, this decision will have been made by us so this grant will only be on one alignment, this engineering phase.

Commissioner Hunt would like to know when do we anticipate when the alignment decision will be made.

Ms. DeSpiegelaere replied that there is some variation as to when this decision will be made. Originally we had said if we followed the State process, it would be at the end of the EIS, and that is a fourteen month process, which would bring it to the conclusion of next year, November or December. Because we are have some uncertainty about the Federal process, she is not certain when that alignment decision would be made, it would depend on whether we follow the Federal process for light rail, it could be later.

**Chairman Finley asked that Ms. DeSpiegelaere discuss No. 5 at this time, however, the discussion will appear in the regular agenda order.

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

Resolution continued on page 7

***Item 5 was discussed at this time, however, the minutes of the discussion will appear in agenda order.

WHEREAS, Ramsey County Regional Railroad Authority has begun the first phase of preliminary engineering and an Environmental Impact Statement for the Midway Corridor; and

WHEREAS, Additional funds are required to continue preliminary engineering for the Midway Corridor; and

WHEREAS, The Minnesota Department of Transportation has requested applications for grant funds for light rail transit work; and

WHEREAS, By resolution adopted August 16, 1988, Ramsey County Regional Railroad Authority authorized submission of a grant application for Phase II of preliminary engineering for the Midway Corridor and affirmed its commitment to fund fifty (50) per cent of the cost of that work; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the submission for the 1989 round of light rail transit funds an application for Phase II of preliminary engineering for the Midway Corridor at an estimated total cost of \$3,418,000 and affirms its commitment to fund fifty (50) per cent, estimated to be \$1,709,000 if the grant funds are received.

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

R89-53

4. Approve First Amendment to Ramsey County Regional Railroad Authority Agreement RCRRA-89-003 and authorize the Chairman of the Authority to sign on its behalf.

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purpose of completing Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, A portion of the Midway Corridor lies within Hennepin County and engineering and environmental studies must consider compatibility and interaction with proposed LRT system features in Hennepin County; and

WHEREAS, To ensure strong coordination between the Hennepin County Regional Railroad Authority (HCRRA) and the Ramsey County Regional Railroad Authority during LRT studies of the Midway Corridor, negotiations between respective Rail Authority representatives and BRW, Inc. have been conducted and have resulted in formal language amending Ramsey County Regional Railroad Authority Agreement RCRRA-89-003 to include the HCRRA as a party to the Agreement, with rights and obligations as set forth therein; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the First Amendment to Ramsey County Regional Railroad Authority Agreement RCRRA-89-003, as set forth in Attachment A, conditional on formal approval by the Hennepin County Regional Railroad Authority; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes the Chairman of the Authority to sign the amendment on its behalf.

Roll Call: Ayes - 7, Nays - 0 *R 89-54*
Motion adopted.

5. Information on Federal Process for Midway Corridor work - Discussion only.

Ms. DeSpiegelaere discussed the difference in the Federal process versus non-Federal process. She called attention to the memo in the documentation giving some background, as we have had several discussions as to whether or not to follow the Federal process for the Midway Corridor. UMTA is the agency with whom we have been working. At a meeting in August this Board directed staff to negotiate with UMTA to develop more information on the Federal process and come back to you with a decision on that in September. We have had several meetings with them, and it is her recommendation at this time that this Board not make a decision yet, we need to do more work with them.

Ms. DeSpiegelaere continued, we met with each of the affected Counties, Anoka, Hennepin and Ramsey on September 14th - at that meeting what was said is that there is a possibility that more than one corridor in the region could be considered for LRT. The current rule specifies only one corridor at a time would be eligible. However, there are new rules being proposed, which would perhaps allow more than one corridor to be considered. Anoka is very interested in having the NE Corridor (Anoka-Hennepin) be considered for Federal funding. They suggested that Hennepin County's \$24 million could be used on any part of the system. Previously Hennepin County had applied for a \$100 million grant for yards, shops and vehicles. Late last year that was modified to a \$24 million grant, and it was to be on a minimal operable segment, stand alone LRT line. Now, UMTA is modifying its stand again and saying that you can use that anywhere on your system, it would not necessarily have to be on a minimable operable segment, which they had identified as a University connector from downtown to the U of M. She understands that this discussion came up at the LRT Advisory Committee next week.

The UMTA people suggested that we draft a single letter from this region to them about what we propose, that letter would probably be authored by the Chairs of the RRA, Hennepin, Anoka, and Ramsey. She would bring this letter back to the Board for approval before it went out.

This is some of the background as to where we are with UMTA. She distributed some handouts which were distributed at the Joint LRT Advisory Committee Meeting about Federal Funding for the Midway Corridor. Attachment 1 indicates that

there are three different options, traditional which would be 75% Federal funding, one overmatch which would be 31 to 74% Federal Funding, and a third type of overmatch which would be 25 to 30% Federal Funding. Previously this region was in the traditional framework of 75% Federal funding. However, the laws have changed. On Page 1-3 an assessment of the benefits and disadvantages of following the Federal process. Following the Federal process, the way to qualify for Federal funds, the Midway Corridor UMTA has indicated is the most likely candidate in this region for LRT funds. The disadvantages are time, cost as more studies as needed, there is no guarantee that there would be funds available, the demands far exceed supply, and the that the Midway Corridor is the critical lin for Metro East. It would be unlikely that other LRT corridors in Ramsey County would be constructed if the Midway Corridor is not constructed. If there is a time delay with this one, it does affect the rest of the system.

Chairman Finley commented this is critical, one of the reasons the \$24 million is being moved is EIS of the Hiawatha Corridor has been approved, and they do not have to go back to the drawing board. It is not approved for the link to the Midway Corridor as the EIS was not done in the course of the Federal process. That is why the grant cannot be used over there, because they did not follow the Federal process as that takes more time.

Commissioner Ahrens said that she understands what Hennepin wants to do is take the \$24 million, use it on Hiawatha Corridor, get on and build the Hiawatha Corridor even though the Midway is considered the key to all of the others. She is not sure that is, in fact, what Hennepin is any longer thinking.

Chairman Finley's understanding is that even though the funds were allocated over there, is that they could still be used for shops and cars which was the original plan except that it would be in conjunction with the development of the Hiawatha Corridor because as it fits on the EIS as opposed to the Midway Corridor.

Dick Wolsfeld addressed the Board, when the Hennepin County RRA was given the tentative grant of \$24 million, UMTA said you can spend it anywhere on your stage 1 of the 29 million system as long as it is a minimum operating segment. Initially Hennepin thought they would come from Minneapolis over to the University, that this would give them an operating segment. The other condition was that UMTA said you have to meet both environmental, legal and cost-effectiveness criteria. Hennepin is saying that they have the EIS on Hiawatha, could they spend it there, and they were told yes, as long as it is a minimum operating segment. If we do not have an EIS on the University connector, then it is going to take 12 to 24 months to develop that. The reason Hennepin shifted that, and staff's current thinking that it would not be for the yard and shop and for vehicles, so the currenting thinking of staff is to be spend \$24 million in the Hiawatha Corridor.

Commissioner Hunt informed the Board that this was a very interesting part of a discussion at the Advisory Committee meeting, because the policy makers did not necessarily subscribe to what staff was saying, and Ramsey County raised some real concerns because of the impression when we did not oppose their application

for the grant. Logically, we should be doing an entire environmental impact statement on the entire Midway Corridor, which includes going all the way to Minneapolis. Now, we would be doing ours separately, and Hennepin would be doing theirs separately on their segment, it seems that we should be arranging to do the statement for the entire area.

Ms. DeSpiegelaere, commented, the EIS that was prepared for Hiawatha has been accepted by the Federal Highway Administration, but not by UMTA. Mr. Wolsfeld confirmed this. Therefore, Ms. DeSpiegelaere said they do not have an approved EIS for that corridor. When in Washington a year ago, we heard UMTA's comments about that EIS. Secondly, UMTA is saying there should be an EIS for the entire Midway Corridor, from downtown to downtown, and that is another reason why it may be advantageous to Hennepin to move the Federal money from that section to another section so that they don't have to have a combined EIS with Ramsey County, as they were concerned that would slow them down.

Commissioner Hunt reiterated that we should have an environmental impact study on the entire Midway Corridor. Chairman Finley feels that is where we are on this issue. He referred to Attachment 2, he agrees that this is the Midway Corridor EIS timetable for Federal approval, which would include the EIS. Ms. DeSpiegelaere said this was prepared by BRW, it is a comparison of different funding approach.

Commissioner Hunt asked what if Hennepin chooses the State system, and we choose the Federal system, or vice versa. Mr. Wolsfeld thinks that there is agreement that the minimum that would be done is the Midway Corridor at Oak and Washington to the Ramsey County line, and then from Ramsey County line to downtown St. Paul. He has never heard anyone say to stop at the County line in the Midway corridor, so it is from Oak and Washington to downtown St. Paul. The issue from Oak and Washington to downtown Minneapolis, as to what that should be in terms of whether it should be a Federal process or a State process, that has not been determined.

Commissioner Hunt feels if we really want to follow the intent of the Legislature, which was coordination, this is a prime example where we should attempt to develop coordination, as she can see some real problems if we use two different methods to arrive at our request for funding. This should be taken to the RTB or Advisory Committee and try to get it resolved. Chairman Finley feels that it should be part of the total overall development plan.

Mr. Wolsfeld said there is no question that the Central Corridor which is downtown Minneapolis to downtown St. Paul as opposed to the Midway Corridor from Oak and Washington to downtown St. Paul, there is no question that the financing and development plan will deal with that central corridor in its entirety. How the individual rail authorities want to then carry out the implementation is an issue, but the plan is to pursue federal funding, and the only way you can do it is to have an EIS on the whole thing. It is related because of financing components.

Commissioner Hunt and Commissioner Ahrens had some concerns when the matter of using the funding for the Hiawatha Corridor, and some Hennepin County Commissioners may not be apprised of this yet. What is concern is what kind of commitment has been made to Ramsey County when Ramsey County was asked to either support or not oppose Hennepin County's request for Federal funds. We were under the impression that the intent was we were going along with it as it would end up eventually being part of the Midway Corridor. Now it appears that there is some disagreement between Ramsey County and Hennepin County as to what those commitments were.

Chairman Finley said our understanding was not so much whether it be Midway or Hiawatha, what it was that it was going to be used for yards and shops and cars that were going to benefit the entire system, so it was not really tied to a corridor as much as what the money would be used for that it would benefit the entire system. In fact, the Federal Government when we were there was saying also that it has to be a self-contained system which means that you have to have a track, a car that runs on the track, and a yard or shop to fix the cars.

Commissioner Schaber asked if we decide to do a Federal EIS on Ramsey County portion of the line and Hennepin decided to do a StateEIS, he does not believe that the funding changes are very good with the Federal government. We almost have to give a commitment that Hennepin is also going to do a Federal EIS.

Chairman Finley said we should direct staff to work with consultants and the Hennepin County staff to come in with a recommendation as to whether or not the entire Central corridor should be part of a single EIS to qualify for Federal funding which includes our portion of Midway Corridor. This would not imply that we would prefer the Federal route, but be a joint decision.

Commissioner Hunt said we are exploring which is the best route to go, whether it be Federal or State. She asked about the Federal process taking nine years. Ms. DeSpiegelaere referred to the documentation, which shows that it could take six to twenty years to begin construction, where overmatch could be four to six years.

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

WHEREAS, The Corridor with the highest potential for light rail transit in the Twin Cities region connects the downtown areas of Minneapolis and St. Paul; and

WHEREAS, This corridor is located in two counties, Hennepin and Ramsey; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority directs staff to work with Hennepin County Regional Railroad Authority Staff and consultants and to make a recommendation whether an Environmental Impact Statement should be prepared jointly by Hennepin County Regional Railroad Authority and the Ramsey County Regional Railroad Authority for the entire line rather than just the portion within each county.

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

R89-55

6. Ratify Partial Payment No. 8 to Strgar-Roscoe-Fausch, Inc. in the amount of \$57,102.29.

Commissioner Norgard 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

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. 8 in the amount of \$57,102.29 is in accordance with governing contract provisions and payment in that amount is hereby ratified.

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

R 89-56

Chairman Finley discussed the public hearing which is scheduled for this afternoon at 3:00 P.M., when the forums were set up, that day we had a request from the Chamber of Commerce about a public hearing on the Comprehensive Plan.

Ms. DeSpiegelaere has been asked that the presentations be limited, and then we will have the public hearing, we know that the Chamber of Commerce will be here.

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

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC HEARING

DRAFT COMPREHENSIVE LIGHT RAIL TRANSIT PLAN

September 26th, 1989

Chairman Finley called the Public Hearing Meeting to order at 3:10 P.M. in the Large Conference Room of 316, Court House.

Members Present:

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

Also Present:

**Sign In
sheets are
attached.

Michele Timmons represented the County Attorney's Office
Frances Glendenning, Paul Gilliland, Rich Hadley, Tom
Dimond, Donn Dexter, Robert Clarkson, Mark Filipi, Rich
Hanson, Jim Walsh, Don Ahern, Jim Engelmann, Ben
Sebesta, Toni Baker, Dorothy Schonattu, Jill Goski, Kathy
DeSpiegelaere, Randy Resvold, Terry Schutten, Brian
Taylor

Chairman Finley called the Public Hearing Meeting to order, this meeting is being held pursuant to a resolution previously passed by this Board at the time the Public Forums were set up for the neighborhoods, it was decided that we would have a Public Hearing at the Court House. The Chairman called on Kathryn DeSpiegelaere to address the matter.

Ms. DeSpiegelaere said all have previously received copies of the plan, Draft Plan dated July 25th, and there is a comment period for this plan until October 12th. The hearing period will be open after the Public Hearing until October 25th, and written comments may be received up until that time.

Chairman Finley said today we are just going to hear testimony for the purpose of making a record, and responding to it at the time that we consider the Draft Plan. Chairman Finley then opened the Public Hearing, the first speaker is Paul Gilliland.

Mr. Gilliland said that he would not have many comments, he is going to have rather lengthy testimony in writing. There are three points on the report itself, and some comments on the Northeast Corridor section.

Mr. Gilliland is speaking representing the District 2 Community Council which is the area in the Northeastern corner of St. Paul, abutting the proposed Northeast Corridor, primary, or one of the lines on the BN alignment.

Mr. Gilliland wished to point out, as far as the report goes, there are three things that need to be looked at. The first one is that Portland had done such a good job with their one line, they are now into what you might call Preliminary Engineering on their second line, the west line. If we learn anything from that, we learn that LRT was not that accepted in Portland when it was being built, either by the residents who lived near it, some of whom doubt, some still don't accept it, and some are bothered by the noise, bells and whistles associated with it. But, nevertheless, the product has received tremendous acceptance by the community, it has found that it is not a commuter system, it is, in fact, a line to be used to get to places to shopping locations as well as to work. If we learn anything from that, it is to build one corridor and do it well. This is what they have done there, that is the challenge that faces Ramsey County in the Midway Corridor. It perhaps is the only one that will meet mental examination by the RTB, by the Metropolitan Council, and by eventual funders. The likelihood of our obtaining the \$860 million looked at in this report are very minimal, unless there is a tremendous change in Federal funding strategy in the next few years. For that reason, what we ought to be doing now, those of us who have worked on the Northeast Area Task Force and the major task force, and perhaps they did not stress enough is try to build Midway, and try to do a good job of it. He is not going to take a position, as obviously the Board does not have a position in which corridor, alignment should be built. Build Midway, do it well, if it works very well, maybe there will be some opportunities to build some other corridors, even Northeast.

Mr. Gilliland continued, as far as citizen participation, he referred to Page V of the main report, extensive citizen involvement is a little bit too broad, the Task Force had looked at that as well. Very early in the process he wrote a letter to Commissioner Finley, criticizing the selection process for the major Task Force, and that was because it talked about, and requested persons with significant background in transportation planning. That is not a citizen board, primarily, that is a board of experts or a board of quasi-experts. To look at across the board citizen participation and to say that your report had involvement is far from the truth. What happened is that you have some very well done processes of information, and for that you ought to be commended for an agency that has not a history as the County Board or the Rail Authority of dealing with a large number of community groups, you do not do this regularly, and you haven't the experience, he thinks that Kathy DeSpiegelaere and her staff have done very well in getting out to the community and explaining what is going on. He has been to some of those meetings.

Thirdly, on the report, there is some real evidence in here that whoever wrote some of this does not know the Twin Cities real well. There are some errors. Where is Best Inc. who is supposed to be a major trip generator in the Northeast Corridor, and yet 3-M is not listed. The Public Works Garages are not listed, there are some real major employers who are not, the Share Clinics are not listed. Unless this was written very hastily based on the ridership report, there are also errors in that the ridership seems to be taken only from selected bus lines. There was a look at the MTC existing routes, and not at projections which the MTC itself has for increased ridership and for increased ridership in corridors that they have identified as need areas for increased transit. This particularly is in the Southwest, when you get toward Eagan, the population shifts there tremendously. The fact that there are not major bus lines going out there is perhaps more of an indictment of the MTC than anything.

Mr. Gilliland said, shifting to the Northeast Corridor, he will only make one brief comment and that is the alignment, as we will see tomorrow in the City Council meeting, and we will see as time goes on, there is a better rationale before the Metropolitan Council for the City and County Parks Departments, whomever to acquire that land than there is for the Railroad Authority. The funding, strategy will be better, and he thinks also the strategy from the standpoint of the neighborhood will be better because if you are going to wait twenty or thirty years for the possibility of light rail to be developed, that is a long time to ask adjoining property owners to wait. In terms of the future of that land he thinks you have said as a Board, and have said in your resolution, to maintain the options in the future for LRT, and what they are saying is to maintain the options for the future of the neighborhoods that will adjoin it.

Mr. Gilliland thanked the Board, and he will have further comments in writing to come.

Chairman Finley thanked Mr. Gilliland.

Chairman Finley called on Rich Hadley representing the St. Paul Chamber of Commerce to present his comments.

Mr. Hadley feels that when you are talking about a sort of futuristic transportation system valued somewhere about a \$1 billion, he had hoped there would be a little more excitement in the air. He thinks this is not unlike a lot of other hearings on projects that some people sit and wonder whether we will ever get them done. Mr. Hadley thinks that this is one project with a lot of work, some of what has already gone into it, and with the demands that are going to be coming in the years ahead, that it will have to get done, and it will be done because it needs to benefit the community in a great many ways, some of what are identified in the Plan, some of which he will mention.

One of the valuable lessons we learned in developing this Comprehensive Plan was that unlike business and government going down their normal day to day roads, with their eyes firmly planted on the pavement in front of them trying to take the project at hand, we did have enough time on this plan development, even though it was, as we know, done quite quickly by comparisons to some other communities. To think about it, to study it, to do some planning, they even did some tours of communities, at least some people were able to do it, all that was done before we jumped on a vehicle and headed down the track. He feels good about that, the Chamber feels good about that. He thinks they owe some congratulations to all the Board and especially to their staff that you paused at the yellow lights, and then when you got through the intersection, and there was a clear strip ahead, you put the coal to the boiler, and we got going, we got to this point faster than a lot of people thought we would. He thinks that is good, but you did not sacrifice listening along the way, and in fact, having the Public Hearing is part of the listening that you are doing which he thinks is to your credit for all of you to listen at one time as opposed to through a series of public forums.

Mr. Hadley explained why the Chamber is involved, they have actually had some people question why the Chamber is involved in this, it has not particularly been their members, but he has heard some comments about who does the Chamber truly represent when it is speaking on behalf of the LRT issue. Why they are involved is pretty simple, first, transportation moves people to work, home and play, and business needs transportation for those reasons. It also affects the location decisions that business makes. As we look at economic growth of the Metro East area, we need to affect some business development decisions, frankly, they need to accelerate a good many. It also connects goods and services with customers, it connects raw materials with manufacturers and processors, and we need it for all those reasons. Light rail is not going to do everyone of these things, it probably will not connect a lot of raw materials with manufacturers and the processors in the traditional sense, but when you look at raw material being human resources, and connecting it to intelligent companies and high technology companies in the future, he thinks you can see that the analogy fits.

Mr. Hadley continued, transportation is also a business, shipping, warehousing, construction, signage, equipment, service and repair, and it is also jobs, and all we have to look at the freeway system this summer to see how many jobs they create. It is actually the freeway system itself that is the most compelling reason why we need light rail. If you haven't felt it up to this point, certainly the last several months with the congestion and observation of very costly repairs to widen the freeway system due to demand gives us a lot of support for looking at transportation for the future. The Chamber is involved in this issue because they understand those things, much as this Board does, and because they know that LRT has the potential to reduce traffic congestion, encourage some development, provide more cost effective transportation than other forms of transit, provide improved service to transit patrons, and reduce environmental impacts associated with our other transportation alternatives.

They have felt from the beginning, as the previous speaker said, that the Midway Corridor is the first corridor to develop, and having looked at the Portland system as he did, he would agree that doing that well is probably the critical fact in the future of LRT development in the Twin Cities.

The Chamber also urged you, early on, when they first got their feet wet on the issue, to develop a Comprehensive Plan that included the rest of the area, not just Ramsey County. He thinks you have done that well, the lines do look like that they run to the edge of the County, and maybe do not go anywhere else. But, in all of the meetings and all of the planning, they know you have involved Washington and Dakota Counties, and he believes that there is good consensus in the Metro East area on this issue, unlike what there has been on some other issues.

Mr. Hadley said at the beginning they pledged to work with you, and he thinks they have delivered on that. He knows this Board has delivered on their part of it. One comment he had about the six goals listed for LRT, the one comment first is that the Chamber is not just interested in the development goal, this came up in several meetings in which he participated, speakers saying that the only reason business is really concerned about LRT is that they see some kind of development oriented gain from it. Sure, there is very likely going to be some development-oriented gain, we saw that in Portland and also in Calgary, but that is not the only reason. The integration of the County LRT system

which is your first goal is called efficiency, reducing the need for roadway construction is called savings and that is cost to taxpayers, enhancing economic development is called investment, decreasing cost of transportation services for those with mobility needs is called access, and reducing environmental impacts is called sensitivity to the environment. Finally, promoting and financing and planning on a broad base funding basis to minimize the impacts on taxpayers is called wisdom.

The Chamber knows this plan was not created in a closet by a few people with good infrared lenses because they participated in a lot of meetings, inter-governmental committee representation, technical committee representation, public forums, presentations and meetings, they read the newsletters and press releases, and they did go on the tour. After the tour, they spoke to you and gave their thoughts. Many of those thoughts which were very similar to other people from RTB and the County were incorporated in this. They agree with the corridor designations, we know this is a 20 year plan, and so it is okay to have six corridors in the plan. They do not expect six corridors to be built in 20 years, they certainly do not expect to see them built in the first couple of years. They believe the Midway Corridor is the highest priority, and are anxious to see the engineering study completed on this, and the alignment resolved, and hopefully, the creative funding developed to get that corridor built.

Mr. Hadley continued, their view is further prioritization on the other five corridors at this time isn't really all that necessary because by 1992 or 1999, or whatever year anything could happen to change our view on what corridors should come first. For example, this is not fact, 3-M could decide in five years from now that they would be willing to pay half the development costs for a light rail line to their Maplewood Office Center because they need to access the Hmong population located in Ramsey County in St. Paul. There might be an opportunity for partnerships, and he does not mean to single out 3-M, nor does he anticipate they are going to do that frankly, but those types of things could happen. Likewise, it could be then the development of a new airport, if there is one, that we might change the Southern lines. Therefore, it would not make a lot of sense to say there is one priority over the other. But, at the time an airport would be built on its 50 year track, it might be wise to rethink our Southern alignments, and it also might free up some transportation funding from the Federal Government. For those reasons, he thinks it is okay to have five other corridors that are not priority planned.

On the matter of the Northeast Corridor, Mr. Hadley said they agree with the purchase of the BN right-of-way for at least LRT usage, not exclusively, but in joint usage with recreation is fine, and the purchase, while they view that the Rail Authority is probably in a good position to do that, he thinks that we are open to the fact that could be some other or joint purchasing. But, what we should insure is that we do not preclude transit on the Northeast Corridor in the BN right-of-way.

In regard to Downtown, he has written before on the Downtown, and since Mr. Hadley is going to send these comments in writing before October 12, he will not labor over the downtown issues because they spoke to quite a number of that, but they do have a downtown alignment map, and they did participate in that. They did recommend the addition of St. Peter, and they continue to be extremely interested in having business

involvement in any of the downtown planning. They have not spent a lot of time on trying to get what he would call grass roots downtown business involvement in that at this point because this Comprehensive Plan does not look at downtown in any real depth. Until you get to that point, the Chamber has always felt that there is no sense asking small retailers, services businesses or banks to come to the meetings and get all excited whether they are going to have their entrance or their curb cut reduced when it is ten years before anything is going to happen. When they get to that portion of really planning it, they will be working with you to get good strong participation.

The Chamber has been criticized about who do they represent downtown. He can only tell you that in this regard for light rail they involved the Downtown Council, the Convention Bureau, Lowertown D.C.D., all of the downtown organizations which they can't count on two hands in discussions about the downtown. He thinks there was general agreement, as he recalls, on the addition of St. Peter and the other kind of planning consideration which were pretty straightforward. It is fairly representative, and they will make it more representative as they go along. They agree with the operation of the system by Metropolitan Council, and they saw the wisdom of the governmental entities joining together through their tour of the other communities with LRT.

Finally, on finance, they did a little polling inside on ways to finance LRT, and the most support was for metropolitan sales tax or motor vehicle tax of an excise or gas tax nature, but not on registration fees. There was little or no support for property tax which they agree with this Board on, nor income tax, nor hotel taxes which are user taxes on visitors and already have a marketing purpose associated, and they do not favor a payroll tax.

The plan says, what are the next steps, Mr. Hadley said they are glad that Chairman Finley is on the RTB, they know that the next steps involve the RTB coming to the Legislature in January, with a conceptual or a communication plan, and then later in the year with a Comprehensive Plan for the metropolitan area. They know these will be two important legislative sessions in 90 and 91 on LRT, and they would like to work with you on it.

Mr. Hadley, in closing, said they have tried to be a partner with Ramsey County on the LRT from a business viewpoint, they want to continue to do that, and they look to the Board for some guidance as to what the next steps ought to be for the Chamber.

Chairman Finley, on behalf of the Board, thanked Richard Hadley for his comments.

Chairman Finley called on Tom Dimond, Member of the St. Paul City Council, to present his views.

Tom Dimond wished to state that he was not speaking for the City Council, but as a Councilmember who represents part of the area that would be impacted. Hopefully, Board members have all received the letter he sent them recently regarding the concern about property taxes. To clarify the letter, number in the letter are only ball park figures, as we do not know some of the costs, and all that, but only to give you an

idea, a sense as to what we are talking about, and the kind of impacts that are involved.

One of the concerns in looking at this plan raises right off the bat, the Northeast Corridor, and one of the questions is the alignments coming out of downtown St. Paul, coming out of Lowertown, and heading up Swede Hollow. Though he certainly admittedly has not done any engineering on that, knowing the alignments that are currently in there, I-94, Swede Hollow railroad tunnel, railroad tracks of BN and Chicago Northwestern, Soo Line, and their ECBD which are going through there, it is hard to comprehend with the different levels of elevation and with the restrictions of the tunnels, and that, that anything could be built through there without total tunneling of the operation, and you have some pretty significant grade changes through there. He questions that this has really been looked at very far which could have very severe impact on the cost and construction of that corridor and the viability of that right-of-way.

Mr. Dimond added a comment, he questioned running this up through this corridor, when also on the Eastern alignment, if you look at the proposal, to go out to 3-M, there are several different alignments within that corridor, but one of the alignments that is shown as a possibility is East Seventh, going out Seventh, and then Minnehaha. If you were to build that you would then have two alignments running at great expense crisscrossing each other, a couple blocks apart from each other. Whether that would make any sense, and whether the question of the Eastern alignment exiting downtown, and the Near East Side alignment, whether those should be coordinated in the planning with the Northeast Corridor. He does not know the answer to that, but he thinks that is something that we certainly ought to be looking at.

Another major concern and question is the issue of right-of-way preservation. He certainly understands your interest in having the right-of-way preservation, but the question that arises is that since there is no alignment chosen, just a corridor chosen, and since we do not know at this time whether any of those alignments that are even on paper would be even one of the ones, or would there be something else. Why the Rail Authority would go about acquiring a right-of-way for an alignment that is unknown, especially when that right-of-way is not threatened to be lost to the public. Particularly, when we have another governmental body who is ready and willing to acquire that right-of-way, and has committed to hold that right-of-way open for LRT. You have to wonder why that would be approached. With that, instead, if for some reason that we can't come to an understanding on that, which he would hope that we could, he would like the Board to consider some of the things that he thinks are important to the City, and maybe this is an avenue for us to pursue, and that is in the City planning, and some of these are plans that are already in place, and some of pieces of the plan that they are developing, is that the City has already committed to about 1/2 million dollars in extensions to the I-94 bridges to accommodate the trail which they were in the process of purchasing. If the County is to purchase that property, would the County agree to assume that liability of that \$500,000 that would otherwise be put on to the burden of the City property taxpayers. If the County is going to acquire the right-of-way, part of the right-of-way is just not the BN Corridor, but there are parcels of land that are important to the park system that adjoin that, and would be at least potentially eligible for acquisition through Metro Parks System, but would not

be eligible if we did not own the corridor. So, the question is, would the County then commit to acquiring the parcels, the property which would hook up Mounds Park to the system, the River Corridor property which hooks up to the Riverfront Development. The lower Swede Hollow property at Payne and Seventh hooks up Swede Hollow to Seventh Street. Wells Park area which is the area proposed along Wells between Payne and Arcade, the Duluth - Case area which hooks up to the Park and the Parkway to the system, and the area which encompasses some wetlands which are important to the City. These are important considerations that if the County is going to be the entity to acquire that property, that for the City to complete its planning and to integrate its parks and to hook up this trail to the City's park system, it would be very important to consider those.

Also, on the plan, it would be very important if they could get a commitment from the County that the trail be implemented, and implemented immediately. One of the worst things that could happen is to have a corridor acquired in the neighborhood, and to have that as an overgrown, undeveloped blight, and a policing problem for the community. We need to get it on line, improved, accessible and an asset to the community as soon as possible, so this is another thing that we need to look at.

Another point, Mr. Dimond mentioned, that would be helpful to look at is that even though there may be potential use for light rail at some future point in time, and it is a real question mark whether that is five, ten or fifteen years, or fifty years out there, but that we develop the whole corridor, the whole right-of-way for parks and trail upfront, and if at a future point in time, it is determined that this is the alignment to use, and it becomes a viable alignment that we then develop that. It is important that we not have a section of that left undeveloped for an extended period of time, and also restricting access, that you would not have access to both sides from both sides of the corridor.

These are avenues that we need to address before we move too far down this road. He would think when we address those questions, that it would seem natural that it would seem that the City would be the proper body to implement that because it integrates the City's parks and hooks up with the City park system. He thinks that would be the conclusion that we would come to. But, if that is not the conclusion, so be it, but he would ask you strongly to look at all those different pieces and to make sure that we fit those together in the plan.

Another point, Mr. Dimond wished to wrap up with, as he has heard stated many times from the Rail Authority, and he believes that you would like to go ahead with that, and he thinks it is very much the City's interest, and that is the property tax issue. The City residents and Ramsey County residents are the same people, it is the same wallet that the money comes out of, and so if it is a property tax levy at the County level, it still comes back to the City. With the City's proposal on the acquisition it would be 100% refundable or eligible for funding from the State, so there would be no property tax burden. If it is acquired through the RRA, half of it is eligible, and the other half is a question mark as to how local or some other form of funding would come, whether it be property tax or otherwise. There are also question marks as to what would be the eligibility of development funds if it is not part of the Metropolitan Parks and Open Space System. That is another question you have to

Public Hearing
Ramsey County Regional Railroad Authority
September 26, 1989

Page 9

answer is, which way can we acquire this to insure that there is not a property tax levy or some other local levy.

Chairman Finley asked if there was anyone else who would like to be heard on the Comprehensive Plan. If not, the Public Hearing will be closed, comments will remain open until October 12 to be incorporated in the plan.

Chairman Finley informed the speakers that they should feel free to submit their comments in writing as well, as they made some very good points, and these should be attached as an appendix to the public comments.

Chairman Finley declared the meeting adjourned.

Public Hearing
Ramsey County Courthouse, Room 316
September 26, 1989 3:00 P.M.

IF YOU WISH TO SPEAK AT TODAY'S PUBLIC HEARING, PLEASE SIGN BELOW:

[illegible]

SIGN-IN SHEET

Public Hearing
 Ramsey County Courthouse, Room 316
 September 26, 1989 3:00 P.M.

NAME	REPRESENTING	ADDRESS	ZIP
Paul Githler	DZ Comm. Council	1409 McAfee	55106
Rona Dexter		1622 Minnesota	55104
Robert Clarkson	Self	1370 West Belmont Lane	55113
Mark Filipi	St. Paul P.E.D.	25 W. 4th St.	55102
Rich Hanson	citizen	34 Front	55117
Rich Hadley	Saint Paul Chamber	445 Minnesota	55101
Jim Walsh	Star Tribune		
Don Ahern	PPD		
Jim Englund	NSP Co.	825 Rice St.	55126
Ben Sebesta	Self	1795 Dayton Av	55104
Toni Baker	Commissioner Schabert		
Dorothea Schmatte	judges	2236 Lower Afton Rd -	55119
Jim Aski	RCRRA		
Kathy Hespeler	RCRRA		
Randy Rosvold			
Terry Schatten			

942

Public Hearing
Ramsey County Courthouse, Room 316
September 26, 1989 3:00 P.M.

NAME Brian Taylor

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page.

ADDRESS 1631 Charles Ave #201 55104

55104

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley _____ Originating Department _____ J.T.Finley/s/ _____ 10/5/89 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 _____

October 10, 1989

Signature _____

Date _____

Board Date _____

Signature _____

Date _____

J.L. Glendinning

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>10/2/89</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Regional LRT Financial and Development Plan. <u>Discussion Only</u>
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Request Justification

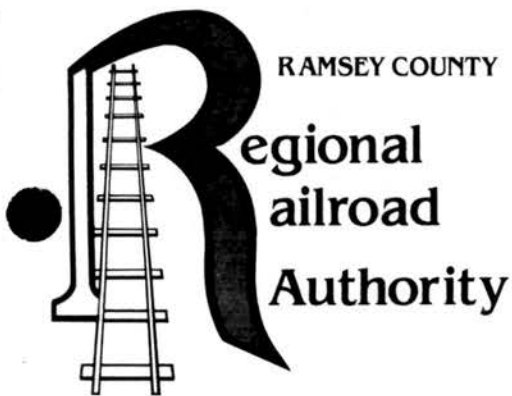
See attached: Memorandum from K. DeSpiegelaere.

<u>Budgeting and Accounting</u> <u>Ed Glautz</u> <u>10/6/89</u> <u>County Attorney</u> <u>W. J. Miller</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
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Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>October 10, 1989</u>	<u>J. L. Glendinning</u>	<u>10/5/89</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Regional LRT Financial and Development Plan

DATE: October 2, 1989

The Joint LRT Advisory Committee is considering major issues of where LRT should be proposed in the metropolitan area and how it should be financed. Commissioners Hunt and Ahrens will have information to share with you on this at your October 10 Regional Railroad Authority meeting.

The schedule to complete the plan is very ambitious.

At this time the consultants (BRW, SRF, and Springsted) and staff have:

1. Reviewed LRT plans.
2. Developed policies and criteria for LRT.
3. Begun evaluation of corridors.
4. Scheduled a financial forum for LRT for October 11.

The products by January 1, 1990, will be:

1. A development plan recommending LRT corridors for five, ten, and twenty years.
2. A financial plan recommending how LRT should be funded.

Recommendation:

Recent developments will be discussed with you at your October 10 meeting.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>10/4/89</u> Authorized Signature Date	<u>Board Action Requested</u> Authorize Chairman of RCRRRA to sign letter to UMTA. <u>*Action Is Requested</u>
--	--

Request Justification

- See attached:
1. Proposed Resolution.
 2. Memorandum from K. DeSpiegelaere.
 3. Draft letter to UMTA.

<u>Budgeting and Accounting</u> <u>Ed Blauvelt</u> <u>10/6/89</u> <u>County Attorney</u> <u>Don Macmillan</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
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Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>October 10, 1989</u>	<u>JL Glendinning</u>	<u>10/5/89</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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



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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *7/9*

SUBJECT: Letter to UMTA

DATE: October 3, 1989

The letter attached, regarding federal funding for light rail transit, is proposed for your consideration. The proposed resolution authorizes John Finley, Chairman of Ramsey County Regional Railroad Authority, to sign the letter.

Some of the subjects to be discussed with you at your meeting in regard to this letter are:

1. The commitment that is being made by sending this letter to follow the federal process for the Midway Corridor.
2. The termini of the Midway Corridor. You have asked for consideration of an Environmental Impact Statement between downtown St. Paul and downtown Minneapolis. That discussion has not yet been completed.
3. The federal share of costs being requested and how those funds could be matched.
4. The regional commitment to LRT specified in the letter.
5. The need to decide if the federal procedures will be followed for the Midway Corridor soon or to encounter delays in progress.
6. Anoka and Hennepin County Regional Railroad Authority's receptivity to the letter.

Recommendation:

For your consideration

KD/blk
Attachment

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCar

District 6

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

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:

- o 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
- o 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^e the three requirements of UMTA for entry into the AA/DEIS process:

- o they have over 15,000 transit trips in 1989
- o the expected annual cost per annual new transit rider is less than \$10.00
- o 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.

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

Mr. Brian W. Clymer
September 25, 1989
Page 2

- 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

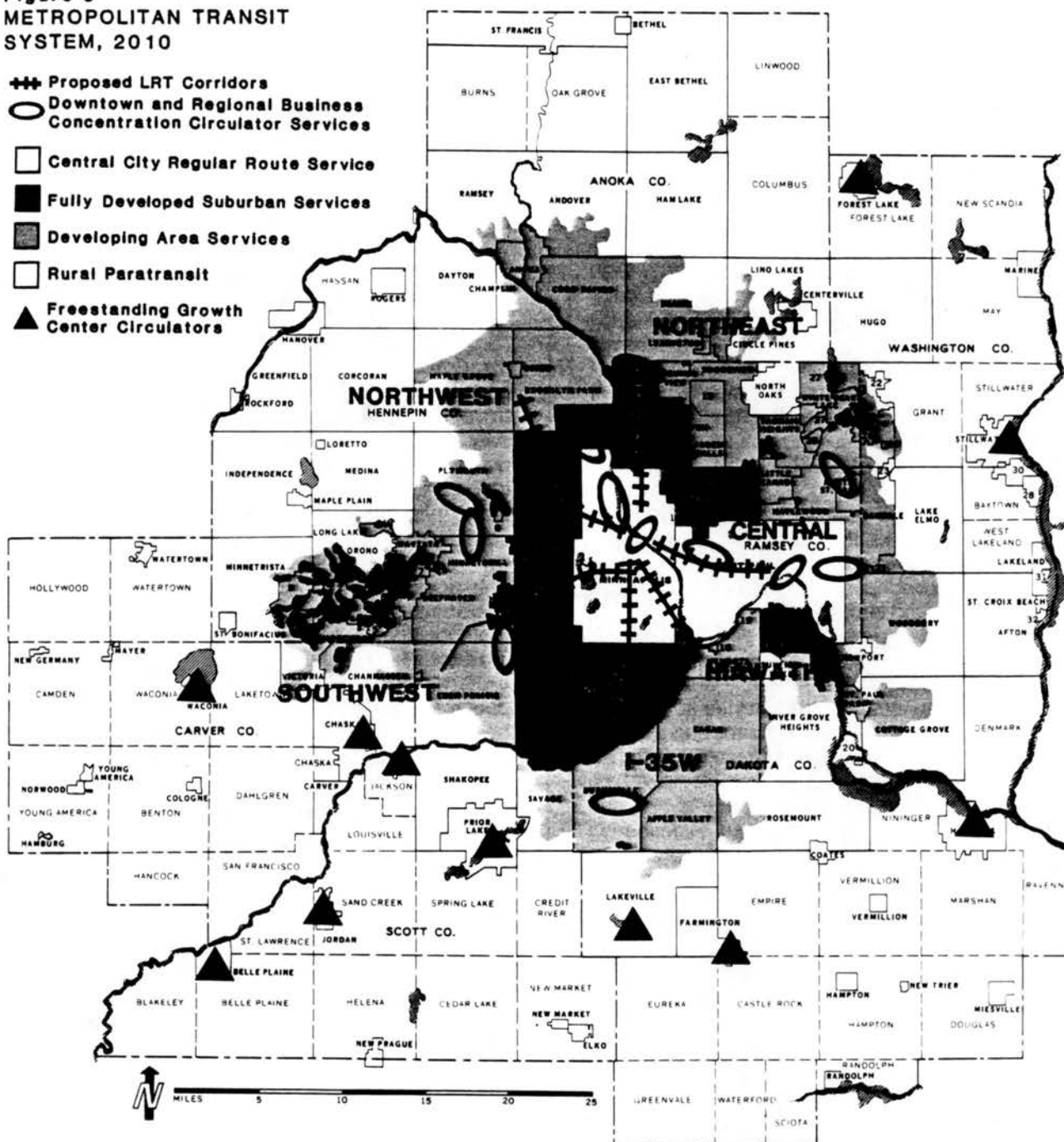
UMTA is familiar with the numerous transit studies that have been completed over the past twenty years in the Twin Cities. The region has evaluated heavy rail, light rail, automated guideway transit, busway/high occupancy vehicle lanes, personal rapid transit, and various transportation system management 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.

-  **Proposed LRT Corridors**
-  **Downtown and Regional Business Concentration Circulator Services**
-  **Central City Regular Route Service**
-  **Fully Developed Suburban Services**
-  **Developing Area Services**
-  **Rural Paratransit**
-  **Freestanding Growth Center Circulators**



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:

- o 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.
- o 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.
- o 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.
- o 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.
- o 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.

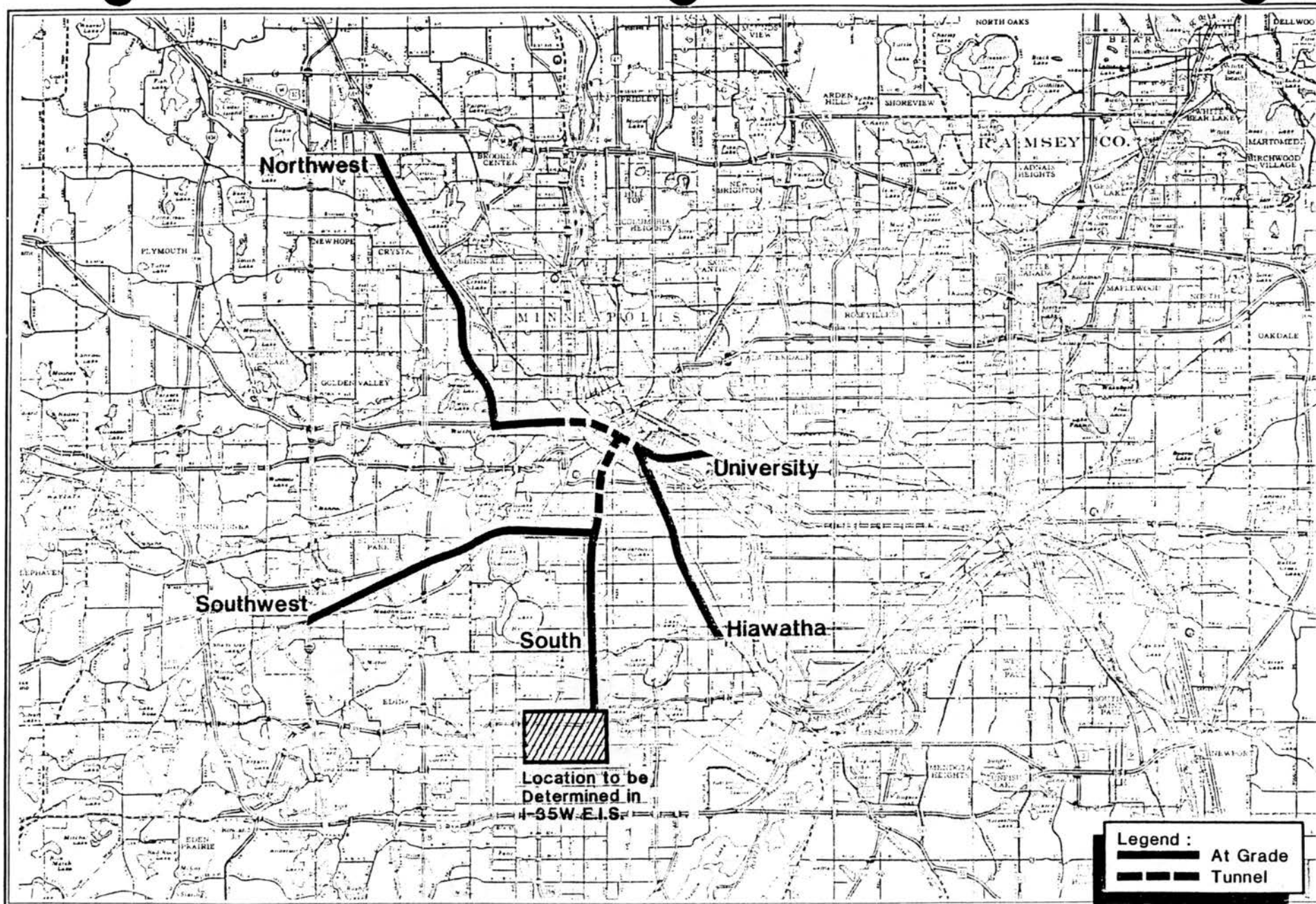


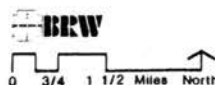
FIGURE 2

Stage I Plan



HCRRA
Hennepin County Regional Railroad Authority

Comprehensive
LRT System Plan



- o 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."
- o 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.
- o 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:

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

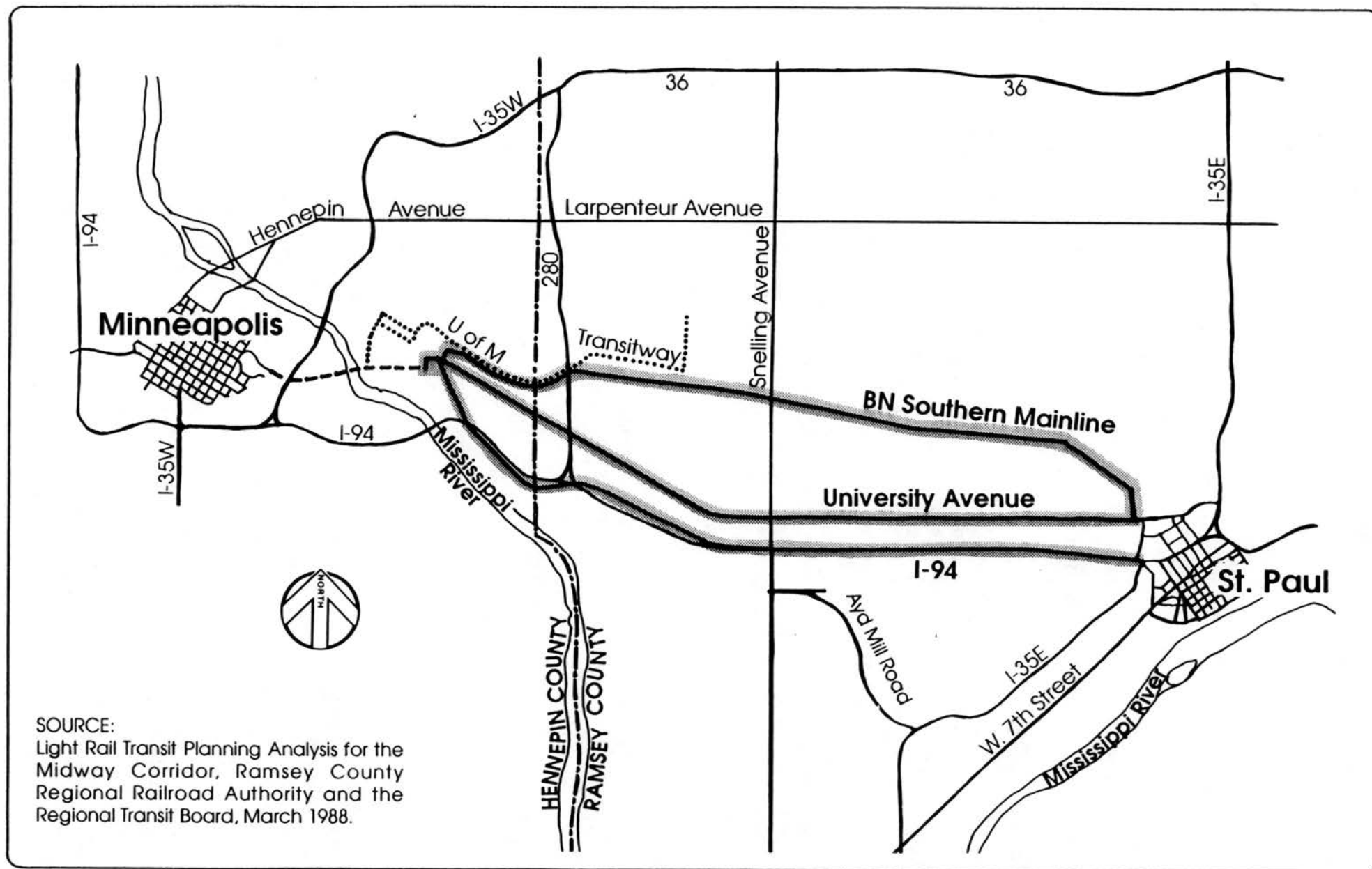
The Comprehensive LRT plan for Anoka County identified two alternative LRT routes in the corridor as shown in the attached map. Based upon the Metropolitan Council LRT System study, potential daily LRT ridership projections range from 19,000 to 27,000. The preferred route will be selected during the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

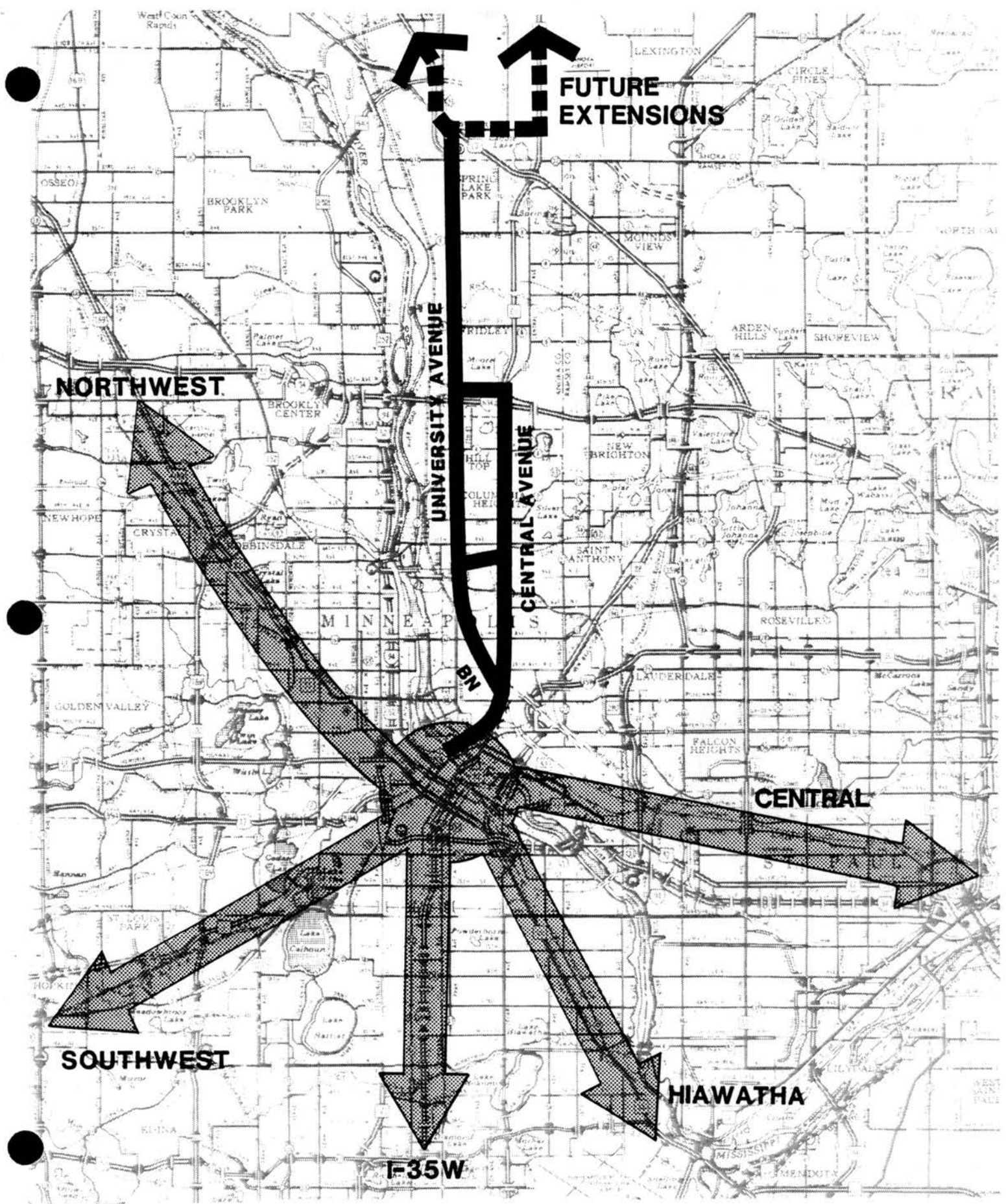
The capital cost of the planned LRT capital investments in the next ten years includes the following:

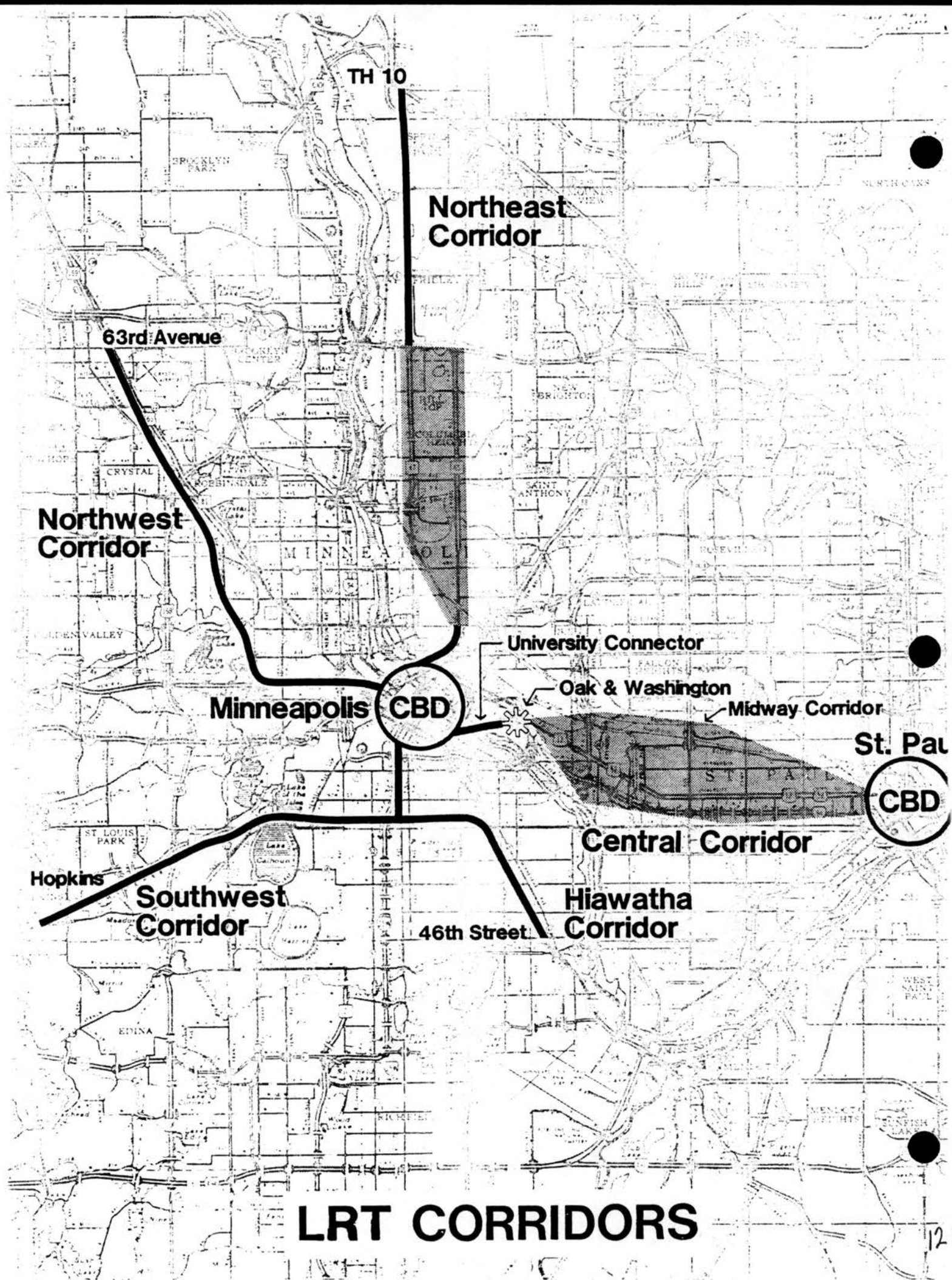
CORRIDOR	CAPITAL COST (1988 Millions)
Midway Corridor	
- Downtown St. Paul	\$48
- Edge of Downtown to Ramsey County Boundary	\$107 - 134*
- Hennepin County Boundary to Oak/Washington	\$20 - 26*
Northeast Corridor	
- Anoka County	\$90 - 103*
- Hennepin County	\$67-77*



SRF

Midway Corridor Alignments





LRT CORRIDORS

Mr. Brian W. Clymer
September 25, 1989
Page 9

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

- o 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.

- o 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.

- o 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

- o 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.

- o 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

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

<u>YEAR</u>	<u>PROPERTY TAX</u>	<u>STATE CONTRIBUTION</u>
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:

- o Agree that the UMTA required Phase I: System Planning activities are completed for the Twin Cities.
- o Designate the Midway Corridor and the Northeast Corridor as overmatch corridors.
- o 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.
- o 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.

Mr. Brian W. Clymer
September 25, 1989
Page 13

- 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

ANOKA COUNTY REGIONAL RAILROAD
AUTHORITY

Michael Ehrlichmann
Chairman

Paul McCarron
Chairman

HENNEPIN COUNTY REGIONAL RAILROAD
AUTHORITY

RAMSEY COUNTY REGIONAL RAILROAD
AUTHORITY

Sam S. Sivanich
Chairman

John T. Finley
Chairman

/j kf

Attachments

cc: Commissioner Earl Gnan, Carver County RRA
Commissioner Donald Chapdelaine, Dakota County RRA
Commissioner William Konarski, 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, ACRRRA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>10/2/89</u> <u>Authorized Signature</u> <u>Date</u>	Board Action Requested Approve representatives to Midway Corridor Task Force and appoint convener for first two meetings of Task Force. <u>Action Is Requested.</u>
---	--

Request Justification

- See attached:
1. Proposed Resolution.
 2. Memorandum from J. Goski and K. DeSpiegelaere.
 3. List of representatives to Task Force.
 4. Membership privileges/responsibilities.
 5. Letter requesting nominations to Task Force.

<u>Budgeting and Accounting</u> <u>Ed Glanville</u> <u>10/6/89</u> <u>County Attorney</u> <u>[Signature]</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
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Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>October 10, 1989</u>	<u>[Signature]</u>	<u>10/5/89</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has requested appointments to the Midway Corridor Task Force; Now, Therefore, Be It

RESOLVED, That the representatives and alternates on the attached list are approved for membership on the Midway Corridor Task Force; and Be It Further

RESOLVED, That _____ is appointed as convener for the first two meetings of the task force.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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. McCar

District 6

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Jill Goski *7/2/89*

SUBJECT: Midway Corridor Task Force

DATE: October 2, 1989

On July 25 you approved a public participation program for the Midway Corridor. The resolution attached to this memorandum requests approval of representatives to the Midway Corridor Task Force, as suggested by the organizations they represent in response to a request from Chairman Finley.

The representatives (Attachment One includes addresses) are:

District 6 Community Council

Representative Marvin Johnson
Alternate Laurie Simon

District 7 Community Council

Representative Clark Armstead
Alternate Jeff Fenske

District 8 Community Council

Representative Steven H. Madole
Alternate Michael McCarthy

District 10 Community Council

Representative Keith Kramer

District 11 Community Council

Representative Triesta Brown
Alternate Bob Wicker

District 12 Community Council

Representative Robert Straughn
Alternate James Phau

District 13 Community Council

Representative Bill Mears
Alternate Ed Bower

Lexington-Hamline Community Council

Representative Terry McGibbon

Merriam Park Community Council

Representative (Ronald) Scott Heiderich

District 17 Community Council

Representative Rick Cardenas
Alternate David Bradshaw

Stadium Village Community Council

Representative Phyllis Edwards
Alternate Larry Anderson
Alternate George Nickolatos

Prospect Park Community Council

Representative Marion DeWitt
Alternate Patricia Miller

Capitol Area Architectural Planning Board

Representative Gary Grefenberg
Alternate Paul Mandell

Midway Civic and Commerce Association

Representative Bruce N. Davis
Representative Jerry Thole
Representative Mike Glasgow
Representative Judy Mueller

Minnesota State Fair

Representative Mike Heffron
Alternate Ken Wenzel

Non-Voting Members

Mark Voerding
Jim Bellus

The first meeting of the group is expected to occur in early November. Appointment of a convener by you to chair the initial two meetings of the group is requested.

Page 3

Attachment Two contains membership privileges/responsibilities information.

Attachment Three is a sample of the letter requesting appointments to the Task Force.

Recommendation:

The proposed resolution requests your approval of members and appointment of a convener for the Task Force.

KD/blk
Attachments

MIDWAY CORRIDOR TASK FORCE
FOR
PHASE I PRELIMINARY ENGINEERING/ENVIRONMENTAL IMPACT STUDY
MEMBERSHIP PRIVILEGES /RESPONSIBILITIES

PROJECT DEFINITION:

The Ramsey County Regional Railroad Authority initiated the Midway Corridor Light Rail Transit Preliminary Engineering Analysis and Environmental Impact Statement in August 1989. This study will provide the means by which the Regional Railroad Authority will select a preferred alignment in the Midway Corridor, including the downtown St. Paul segment. The Midway Corridor work will include 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.

MEMBERSHIP:

- o one representative and alternate from each affected citizen participation planning district in St. Paul: District 6 (North End), District 7 (Thomas-Dale), District 8 (Summit-University), District 10 (Como), District 11 (Midway), District 12 (South/North St. Anthony Park- West Midway), District 13 Consortium (Merriam Park-Lexington Hamline-Snelling Hamline), District 17(Downtown).
- o one representative from Capitol Area Architectural and Planning Board
- o one representative from the State Fair
- o two representatives and two alternates from the affected area in Minneapolis (Prospect Park and Stadium Village)
- o four business representatives

RESPONSIBILITIES:

Assist the Ramsey County Regional Railroad Authority (RCRRA) in the Preliminary Engineering and Environmental Impact Study on the Midway Corridor by:

- o identifying neighborhood concerns associated with potential corridor or alignment use for LRT;
- o reviewing reports relating to the Midway Corridor Preliminary Engineering and Environmental Impact Study

- o making a recommendation to the Ramsey County Regional Railroad Authority on an alignment for LRT in the Midway Corridor.

VOTING PRIVILEGES:

Representatives from the following groups or organizations shall have the power to cast one vote:

1. District 6
2. District 7
3. District 8
4. District 10
5. District 11
6. District 12
7. District 13 Consortium (one vote for the entire Consortium)
8. District 17
9. Capitol Area Architectural and Planning Board
10. Minnesota State Fair
11. Prospect Park Area of Minneapolis
12. Stadium Village of Minneapolis
13. Each of four business representatives

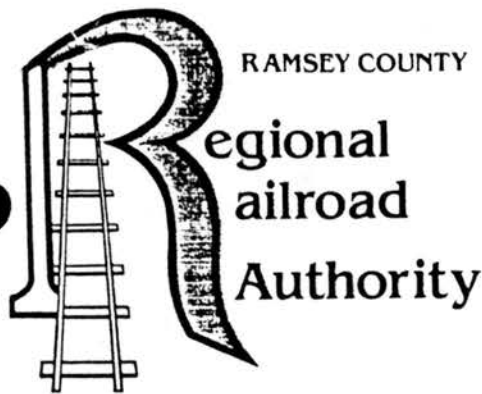
Alternates shall have no voting rights except in the absence of the representative for their group or organization. Alternates in attendance for the absent representative may vote.

CHAIR AND VICE CHAIR:

Ramsey County Regional Railroad Authority will appoint a convenor for the initial meetings. The chair and vice chair of the group are to be elected by the task force at the third meeting of the task force.

MAILINGS:

Minutes agendas and attendance records will be sent to appointing organizations, as well as members and alternates of the Task Force.



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

July 26, 1989

Mr. Alan K. Ruvelson, Jr., President
Midway Civic and Commerce Association
325 South Griggs Midway Building
1821 University Avenue
St. Paul, MN 55104

Dear Mr. Ruvelson:

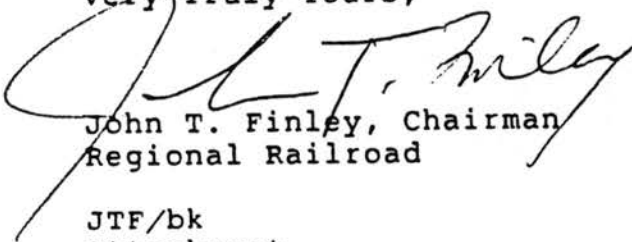
The Ramsey County Regional Railroad Authority will begin the Midway Corridor Light Rail Transit Preliminary Engineering Analysis and Environmental Impact Statement in August 1989. This study will provide the means by which the Regional Railroad Authority will select a preferred alignment in the Midway Corridor, including the downtown St. Paul segment. A Midway Corridor Task Force will be formed to review information as the study progresses and to make a recommendation to the Regional Railroad Authority on an alignment in the Midway Corridor.

The Midway Corridor Task Force will consist of representatives from each affected District Council, the Midway Civic and Commerce Association, the Capitol Area Architectural and Planning Board, the Minnesota State Fair and the affected area in Minneapolis. The Task Force is expected to meet approximately 10 times during the 14 month project. The meetings will be held on Wednesdays from 4:30 p.m. until 6:00 p.m. at a location in the Midway area.

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. Thorough analysis of engineering, economic and environmental issues combined with a comprehensive community participation program will enable the Ramsey County Regional Railroad Authority to identify the best LRT alignment in the Midway Corridor.

We are asking Midway Civic and Commerce Association to nominate four representatives for membership on the Midway Corridor Task Force. The Ramsey County Regional Railroad Authority will appoint members to the Task Force in October, 1989. Please submit the names, titles, and addresses of the individuals you nominate to represent your organization to Jill Goski, Community Participation Coordinator by September 25, 1989. Questions should be addressed to Jill at 292-7795.

Very Truly Yours,



John T. Finley, Chairman
Regional Railroad

JTF/bk
Attachment

cc: Ms. Elin M. Skinner, Executive Director
Midway Civic and Commerce Association
475 No. Cleveland, Suite 211
St. Paul, MN 55104

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u><i>K. DeSpiegelaere</i></u> Authorized Signature <u>10/2/89</u> Date	<u>Board Action Requested</u> San Diego's LRT System <u>Discussion Only.</u>
--	--

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere.
 2. Attachments from Metropolitan Transit Development Board.

<u>Budgeting and Accounting</u> <u><i>Ed Blawitz</i></u> <u>10/6/89</u> <u>County Attorney</u> <u><i>[Signature]</i></u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	Date / Time Received By
--	----------------------------

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>October 10, 1989</u>	<u><i>[Signature]</i></u>	<u>10/5/89</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *ZD*

SUBJECT: San Diego's LRT System

DATE: September 21, 1989

I recently attended the annual meeting of the Institute of Transportation Engineers in San Diego.

The light rail transit system in San Diego is considered to be one of the most cost effective in the U.S. It was expanded this year to El Cajon, east of downtown. Another section operates from downtown south to San Ysidro. Both lines operate primarily in railroad right-of-way and carry 42,000 passengers per day.

San Diego plans a 112-mile regional system of LRT (Attachment 1). I visited a site where a transit center is being constructed in Escondido, 25 miles from downtown. The transit center will serve bus transfers now and LRT 15 years from now since it is located next to the location where LRT is planned at that time.

A local sales tax of 1/2% will be collected from 1988 to 2008 for transportation projects, including LRT. The South Line, the first LRT line constructed, was financed primarily from a gasoline tax. Fares range from 50 cents to \$2.00, depending upon the distance traveled.

Private sector participation is increasing in the LRT system (Attachment 2). At one station area, senior high rises are being built adjacent to a day care center. Both markets are expected to generate LRT ridership and seniors will be used to staff the day care center.

Page 2

Don Sobania, Traffic Engineer for St. Paul, participated in some of the sessions and tours of light rail lines. Integration of light rail transit with streets, traffic signals and utilities will require coordination with St. Paul and other affected agencies, and we had an opportunity to view and discuss some of its complexities.

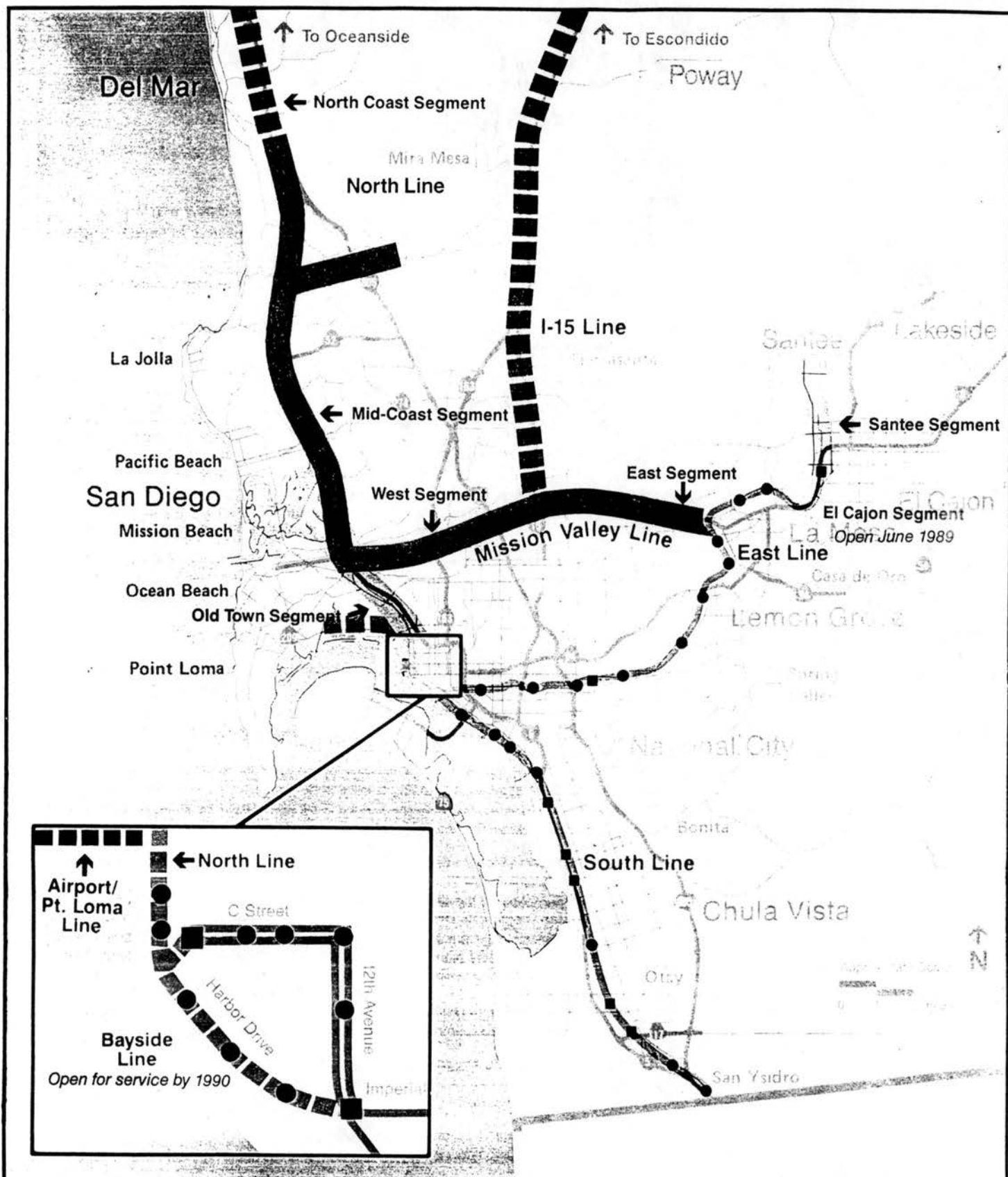
Recommendation:

For your information

KD/blk
Attachments

SAN DIEGO REGIONAL LIGHT RAIL TRANSIT PLAN

SOUTH LINE	15.9 miles (25.6 km) with 18 stations from Centre City San Diego to the International Border with Mexico.
<i>Status</i>	Operations began in July 1981. Fifteen-minute service most of the day. Total construction cost (including right-of-way, second phase improvements, and 24 vehicles): \$116.6 million.
EAST LINE	20.6 miles (33 km) with 12 stations added east of Centre City to City of Santee. 1.7-mile common path with South Line from Santa Fe Depot to Imperial & 12th Transfer Station.
<i>Status</i>	Revenue service initiated in March 1986 on first segment to Euclid Avenue. Revenue service on second segment was initiated to La Mesa • Spring Street on May 14, 1989 and to El Cajon • Main & Marshall on June 25, 1989. Third segment to Santee is in preliminary engineering phase.
<i>Euclid Segment</i>	4.5 miles (7.2 km) with four stations east of Imperial & 12th Transfer Station to Euclid Avenue. Station at Euclid Avenue includes a bus transfer facility. Total cost (including six vehicles): \$33.6 million.
<i>El Cajon Segment</i>	11.1 miles (18.1 km) with eight stations east of Euclid Avenue to Main Street and Marshall Avenue in El Cajon. Line will have stations that serve the central areas of cities of Lemon Grove, La Mesa and El Cajon with revenue service scheduled to begin in July 1989. 15 new vehicles have been ordered. Project cost of \$108 million to be funded as follows: \$58 million from federal grants; \$29 million from State gas and sales tax revenues; and \$14 million in local/other funds.
<i>Santee Segment</i>	3.3 miles (5.2 km) with three stations to be constructed north of Main Street and Marshall Avenue in El Cajon to proposed Town Center in Santee. Preliminary engineering and environmental studies under way.
BAYSIDE LINE	2.0 miles (3.2 km) from Grape Street through the Santa Fe Depot to Imperial & 12th Transfer Station. Seven new and two existing stations to be improved as part of joint development projects would serve the County Administration Center, Santa Fe Depot, Seaport Village, new Convention Center, and the redeveloping southern area of downtown.
<i>Status</i>	Final design efforts complete, funded by the City of San Diego. Projected cost: \$40 million.
NORTH LINE	37.6 miles (60.16 km) from Centre City to Oceanside (includes .6 miles of Bayside Line).
<i>Status</i>	Alignment approved for planning purposes for first segment from Grape Street to Old Town and for segment from Old Town/Mission Valley to University City.
<i>Old Town Segment</i>	3.3 miles (5.3 km) from Grape Street to Old Town. Preliminary alignment designated along the Santa Fe railroad right-of-way. Preliminary engineering and environmental studies underway.
<i>Mid-Coast Segment</i>	15.5 miles (24.8 km) from Old Town to Via De La Valle in Del Mar, generally parallel to I-5. Preliminary alignment designated to the Del Mar Heights Road; systems planning studies underway.
<i>North Coast Segment</i>	16.6 miles (26.5 km) from Del Mar to Oceanside, generally parallel to I-5 corridor mainly along existing railroad right-of-way. Studies now underway to determine feasibility of commuter railroad operation of this segment.
MISSION VALLEY LINE	12.3 miles (19.7 km) from the Old Town Line (at I-5) to Grossmont Center in the City of La Mesa. The Mission Valley Line would connect with the proposed North and East Lines.
<i>Status</i>	Alignment adopted for planning purposes for the first segment, with nine stations from I-5 to I-15. Exact alignment for additional segments to San Diego State University and Grossmont Center to be based on future study.
<i>Mission Valley West Segment</i>	Preferred alignment and station locations for 6-mile (9.6 km) segment between Old Town and Stadium fully integrated with City of San Diego's community plan for Mission Valley. Developer assistance, through right-of-way dedications and financial participation in construction, will support a considerable portion of project costs. Advanced planning was completed in 1987.
<i>Mission Valley East Segment</i>	6.3 miles (10.1 km) from I-15 to San Diego State University to Grossmont Center where it would connect with the East Line (currently under construction). Initial planning studies are scheduled for 1989-90.
AIRPORT/PT. LOMA LINE	2.1-2.7 miles (3.3-4.3 km) from North Line to Airport/Pt. Loma.
<i>Status</i>	Two alternative Airport alignments adopted for planning purposes. A peoplemover technology may be substituted for light rail, depending upon the outcome of future studies.
INTERSTATE 15 LINE	23 miles (36.8 km) from Mission Valley Line to Escondido along I-15 Corridor.
<i>Status</i>	Recent (Fall 1988) opening of 8-mile express lanes for buses and carpools will make light rail transit a long term option.
ULTIMATE REGIONAL LRT SYSTEM	
<i>System</i>	112.6 miles (180.16 km)
	July 1989
	1255 Imperial Avenue, Suite 1000, San Diego, CA 92101 (619) 231-1466



MTDB

Light Rail Transit Plan

- Existing Lines
- LRT Line Under Construction by 1991
- Future Extensions (Transnet Program)
- Future Extensions
- LRT Stations
- LRT/Bus Transit Center

MTDB, established by California State legislation in 1975, represents approximately 70 percent of San Diego County's population. The agency is responsible for a variety of public transportation planning, programming, and development activities, including regional transit operations and construction of the San Diego Trolley. To increase public transit revenues, MTDB has developed programs which encourage businesses to participate in transit projects.

PRIVATE SECTOR PARTICIPATION

VEHICLE SALE/LEASEBACK

The Signal Companies

Purchase and leaseback to MTDB of 24 San Diego Trolley light rail vehicles (LRVs) under the Economic Recovery Tax Act of 1981. The \$4,000,000 provided a significant portion of local match funds required for construction of the Euclid Light Rail Project.

*Great Lakes Gas
Transmission Company*

Sale/leaseback of six LRVs for the Euclid Line provided \$1.3 million for future system expansion.

FINANCIAL AND/OR RIGHT-OF-WAY COMMITMENT

*Chevron Land
and Development*

Developer in Mission Valley contributed \$50,000 to preliminary engineering studies for proposed Mission Valley LRT Line.

*First San Diego River
Improvement Project*

Right-of-way reservations for a future light rail alignment through Mission Valley.

*Genstar
Development, Inc.*

Major developer in the North University City area, contributed \$50,000 through a development agreement with the City of San Diego to formulate a plan for an intra-community transit system in the North University City area.

MV Associates

Major developer whose participation in future Mission Valley light rail transit (LRT) improvements includes: contribution of \$50,000 for a light rail transit study; within the Northside project, reservation and dedication of LRT right-of-way, funding for construction of an LRT station and at-grade line, and 20 percent funding of an LRT grade separation project; funding for the construction of an at-grade LRT line through an adjacent development.

*National
Properties, Inc.*

Developer in the Uptown area, contributed \$20,000 through a development agreement with the City of San Diego to conduct a transit study for the Uptown area.

*Santa Fe Land
Improvement
Company*

Donation of right-of-way and financial commitment for northward extension of the San Diego Trolley in conjunction with the major Santa Fe Embarcadero commercial-hotel-office complex now being implemented. Also has agreed to participate in a transportation benefit assessment district.

*Southern Pacific
Transportation
Company*

Sale and donation to MTDB of the San Diego & Arizona Eastern Railway (SD&AE) as well as restoration of the Line for less than 25 percent of estimated fair market cost.

TRANSIT CENTER DEVELOPMENT

*Grossmont Shopping
Center*

Cost sharing for the construction of the Grossmont Bus Transit Center facility; Memorandum of Understanding between MTDB and Shopping Center to jointly develop a future transit station/commercial/office facility in conjunction with light rail transit service.

*University Towne
Centre Associates*

Ongoing maintenance of the North University City Transit Center.

CONCESSIONS

Freight Service

MTDB leases railroad right-of-way to a privately owned rail freight company and receives a percentage of gross profits.

Kiosks

In July 1985 MTDB leased a station kiosk at the San Ysidro Trolley Station at the International Border Station for operation of a refreshment and newsstand for a base monthly rent and percentage of gross.

POTENTIAL JOINT DEVELOPMENT PROJECTS

*Imperial & 12th
Transfer Station*

Proposals for 2.65 acre site under consideration for development of an MTDB/San Diego Trolley, Inc. administrative building with additional office and retail lease space.

*H Street
Transit Center*

MTDB considering issuing request for proposals for a retail developer and operator.

*47th Street
Station*

MTDB to consider proposals for housing or other development of a 2.6 acre site.

*Encanto/62nd Street
Station Site*

Portion of station site designated for future/joint development housing project.

*Grossmont and
Amaya Station Sites*

MTDB is evaluating potential for office, commercial, or residential joint development of all or a portion of this three-acre site.

September 1986

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Regional Railroad Authority

Originating Department

K. H. Spiegelberg
Authorized Signature

9/14/89
Date

Board Action Requested

Ratify Partial Payment No. 9 to Strgar-Roscoe-Fausch, Inc. in the amount of \$49,351.57

*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 \$49,351.57, for the period ending August 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. 9
 - 2) SRF Invoice No. 9 and attachments
 - 3) Proposed resolution ratifying payment

Budgeting and Accounting

Ed Blawitz 10/6/89

County Attorney

William 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

October 10, 1989

Board Date

J. L. Blundum
Signature

10.5.89

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Railroad Authority has contracted for the professional services of Stregar-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 Stregar-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 Stregar-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. 9 in the amount of \$49,351.57 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 Rail Authority Date September 12, 1989

(2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA 736	1	
1-2	3-7	8	9-14

WARRANT NO.

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59102	020102	\$49,351.57
15-17	18-20	21-25	26-31	32-41

\$49,351.57

Total

(4) PAY TO: 2

8 First Name & Initial 9-22

STIGAR-ROSCOE-FAUSCH, INC.

Last Name or Firm Name 23-52

53-76

3 One Carlson Parkway No., 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 Partial Payment No. 9

9-60

5

Comp LRT Plan, RCRRA-88-002, 8/31/89

9-60

For Risk Management
Use Only

6

8

9-24

Last Name First Name

(6) SEND TO:

Address

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

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

Preparer's Signature: _____

(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. K. Kegel

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

BA-354 (04 - 88)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

PARTIAL PAYMENT NO. 9

PREPARED BY: _____

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

ENTERED BY: _____

PROJECT COST CENTER: 59102

AGREEMENT NO: PA 736

DATE: 11 SEPT 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 93.9%

TOTAL VALUE OF WORK CERTIFIED - 31 AUG 89

\$410,996.18

LESS RETAINAGE

\$21,000.00

AMOUNT DUE

\$389,996.18

LESS PREVIOUSLY APPROVED PAYMENTS:

\$340,644.61

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$49,351.57

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.

9/14/89 Kathryn Halpigner
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

9/13/89 Donald Johnson
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 NO. 7	\$118,333.29
PARTIAL PAYMENT NO. 8	\$57,102.29
PARTIAL PAYMENT NO. 9	\$49,351.57
PARTIAL PAYMENT TOTAL:	<u>\$389,996.18</u>

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$437,700.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	<u>\$389,996.18</u>
AMOUNT REMAINING ON AGREEMENT	<u>\$47,703.82</u>

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

Telephone: (612) 475-0010

Refer to File: 0881127-1134

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

Invoice Date: 8/31/89

Invoice No. 9

Period Ending: 8/31/89

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	0.00	12,100.50	12,100.50
Task 3 -Corridor Ident./Evaluation	1129	0.00	120,965.25	120,965.25
Task 4 -Downtown St. Paul Alignment	1130	0.00	17,115.53	17,115.53
Task 5 -LRT Staging Plan	1131	0.00	5,996.25	5,996.25
Task 6 -Operating/Financial Plan	1132	0.00	20,338.46	20,338.46
Task 7 -Draft & Final LRT Plans	1133	1,918.75	25,893.10	27,811.85
Task 8 -Community/Agency Particip. *	1134	2,403.47	84,862.42	87,265.89
Total Labor and Overhead		4,322.22	308,903.77	313,225.99
Direct Non-Salary Costs - Phase I	1127	0.00	573.18	573.18
Direct Non-Salary Costs - Phase II	1159	28,179.95	91,222.50	119,402.45
TOTAL FEE EARNED		32,502.17	400,699.45	433,201.62
ADD RETAINAGE - PHASE II		37,849.40	37,849.40	21,000.00 0.00
TOTAL		70,351.57	362,850.05	433,201.62 412,201.62
TOTAL AMOUNT DUE THIS INVOICE		<u>49,351.57</u> 70,351.57 =====		

* TASK 8

Community/Agency Participation	0.00
Newsletter/Presentation Materials	2,403.47
Special Meetings/Preparation	0.00
TOTAL	<u>2,403.47</u>

retain
\$ 21,000
9/11/89


891159

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

LRT PLAN - PHASE II DIRECT COSTS

CAT #	CATEGORY	
1	MILEAGE	159.90
2	PARKING	35.00
8	LONG DISTANCE TELEPHONE	5.96
9	SPECIAL DELIVERY	127.15
10	POSTAGE	4.50
13	IN-HOUSE COPY DUPLICATION	497.00
17	PRINTING	1389.93
21	FILM & DEVELOPING	461.37
22	SUPPLIES	116.22
52	CPP1218 12X18 B/W PAPER STAT	38.50
53	CPP2024 20X24 B/W PAPER STAT	51.90
58	CPFAB1012 10X12 ADH FILM STAT	8.15
68	49738 18X24 B/W FILM STAT	125.00
83	FAX	0.56

TOTAL DIRECT EXPENSES

3021.14

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

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Strgar	Principal	85.00	1.0	85.00
P. Fausch	Principal	80.00	2.0	160.00
F. Robinson	Principal	75.00	2.0	150.00
C. Zimmer	Principal	75.00	2.5	187.50
J. Kern	Associate	75.00	5.0	375.00
F. Loetterle	Trans. Planner	41.25	2.0	82.50
M. Iisakka	Sr. Technician	46.20	1.0	46.20
A. Tassoni	Technician	33.49	1.6	53.58
D. Madison	Technical Writer	42.90	9.0	386.10
B. Bersie-Ashfeld	Word Processor	37.95	3.8	144.21
J. Lubenda	Word Processor	37.95	3.4	129.03
G. Bartus	Clerical	33.00	1.0	33.00
K. Dooley	Clerical	24.75	3.5	86.63
-----	TOTALS -----		37.8	1918.75

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

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
D. Paulu	Sr. Technician	36.30	21.5	780.45
K. Ruff	Technician	35.67	7.0	249.69
V. Martinez	Technician	33.83	21.5	727.35
A. VonDuyke	Technician	33.00	10.5	346.50
D. Madison	Technical Writer	42.90	3.0	128.70
B. Bersie-Ashfeld	Word Processor	37.95	2.0	75.90
G. Bartus	Clerical	33.00	1.0	33.00
K. Dooley	Clerical	24.75	2.5	61.88
----- TOTALS -----			69.0	2403.47

KAISER ENGINEERS

KAISER ENGINEERS INC.
P. O. BOX 23210
OAKLAND, CALIFORNIA 94623-2321

INVOICE

STRGAR-ROSCOE-FAUSCH, INC.
ONE CARLSON PARKWAY NORTH, SUITE 150
MINNEAPOLIS, MINNESOTA 55447

DATE: 07/20/89
JOB NO: 31-88178

INVOICE NO: 22-07-A161

PLEASE REMIT TO:

KAISER ENGINEERS, INC.
TREASURY
P. O. BOX 24892
OAKLAND, CA. 94623-1892

			AMOUNT THIS PERIOD	AMOUNT TO DATE
SCHEDULE OF RATES AND CATEGORY:				
KOFF, S.	PRINCIPAL	\$125.00	4.0	500.00
ANDERSEN, C. A.	PRINC OR ARCH A	98.45	76.0	7,482.20
BELARDO, R. R.	PRINC OR ARCH A	92.35		
GUSTETICH, I	PRINC OR ARCH A	92.35		
TANKE, T.	PRINC OR ARCH A	91.08		
RYPINSKE, R. E.	PRINC OR ARCH A	100.00		
MARTIN, A.	STENO/CLERICAL	32.20		
WASHINGTON, W.	STENO/CLERICAL	36.03	1.0	36.03
FRIEDLANDER, M.	STENO/CLERICAL	30.69	.5	15.35
HARRIS, R. L.	STENO/CLERICAL	36.96	.5	18.48
LEATHERS, B. A.	STENO/CLERICAL	37.59		
BEARD, S.	PRINCIPAL	105.77		
CAVIN, B. C.	PRINC. ENGR. A	83.30	15.0	1,249.50
LAY, M. T.	PRINC. ENGR. B	68.53	160.0	10,964.80
FAINSTEIN, J.	SENIOR ENGINEER	48.54	2.0	97.08
LEE, M. L.	STENO/CLERICAL	36.65	9.0	329.85
BURGER, M. T.	STENO/CLERICAL	28.41	1.0	28.41
LIEM, J. L.	STENO/CLERICAL	26.59	21.0	558.39
			290.0	21,280.09

THIS INVOICE IS DUE AND PAYABLE WITHIN 30 DAYS OF INVOICE DATE. PAST DUE AMOUNTS ARE SUBJECT TO INTEREST CHARGES AT A RATE OF 12% P.A.

INVOICE

STRGAR-ROSCOE-FAUSCH, INC.
ONE CARLSON PARKWAY NORTH, SUITE 150
MINNEAPOLIS, MINNESOTA 55447

DATE: 07/20/89
JOB NO: 31-88178

INVOICE NO: 22-07-A161

KAISER ENGINEERS, INC.
TREASURY
P. O. BOX 24892
OAKLAND, CA. 94623-1892

PLEASE REMIT TO:

SERVICES FOR THE MONTH OF JUNE, 1989
TO CHARGE YOUR ACCOUNT FOR SERVICES PERFORMED IN
CONNECTION WITH COMPREHENSIVE LIGHT RAIL TRANSIT
SYSTEM, RAMSEY COUNTY, MINNESOTA.

AMOUNT
THIS
PERIOD

AMOUNT
TO
DATE

MANHOURS

PREMIUM PORTION OF OVERTIME WAGES
FULLY BURDENED HOURLY RATES PER AGREEMENT:
(SEE SCHEDULE BELOW)

TOTAL LABOR

290.0

21,280.09

58,100.29

SUB-TOTAL

21,280.09

58,100.29

TRAVEL & EXPENSE ACCOUNTS
COMMUNICATIONS
REPRODUCTION
FREIGHT, DUTY & INSURANCE
END-USER COMPUTING

2,848.83

4,336.53

358.64

464.15

172.93

211.89

48.00

498.32

823.32

TOTAL BILLING FOR INCURRED COSTS

25,158.81

63,984.18

TOTAL INVOICED AMOUNT

25,158.81

63,984.18

LESS RETENTION

2,515.88

TOTAL AMOUNT DUE

22,642.93

THIS INVOICE IS DUE AND PAYABLE WITHIN 30 DAYS OF INVOICE DATE. PAST DUE
AMOUNTS ARE SUBJECT TO INTEREST CHARGES AT A RATE OF 12% P.A.



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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, October 24, 1989

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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

1. * Minutes of the October 10, 1989 Meeting.
2. Chairman's Comments
3. * Ratify Partial Payment No. 10 to Strgar-Roscoe-Fausch, Inc.,
in the amount of \$2,029.36.
4. * Quarterly Report of Payments for RCRRA - Period of July -
September 1989.
5. LRT Financing Forum Summary.
6. * Authorize Chairman of RCRRA to sign letter to UMTA

*Action is Requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 10, 1989

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held October 10, 1989 at 1:05 P.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 (entered during Item 2)
Commissioner Duane McCarty (entered during Item 2)
Commissioner Warren Schaber

Also Present: James Van Houdt, Ed Glaubitz, Terry Lindeke, Karen Tero, Terry Schutten, Jim Bower, James Tolaas, Jill Goski, Jim Walsh, Don Ahern, Dick Wolsfeld, Patrick O'Malley, Toni Baker, Kathy DeSpiegelaere, Frances Glendenning, David MacMillan represented the County Attorney's Office

1. Minutes - of the September 26, 1989 Meeting.

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

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of September 26, 1989, as written.

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

2. Chairman's Comments

Chairman Finley discussed the amount of material that has been going on between the City Council and himself, Mayor and Commissioner Schaber about the Northeast Corridor. They had scheduled this matter for discussion at the City Council this morning, which was the reason the time of this meeting was changed. However, no action was taken, the matter has been laid over by the City Council. This will be considered at the City Council Meeting of Tuesday, October 17.

The Mayor was gone, and Chairman Finley was going to ask him to appear before the City Council as he had written a letter to the City Council recommending that the Railroad Authority purchase the Northeast Corridor as did his Planning Staff, and the Parks Department showed them at the Economic Development Meeting

how joint use would be consistent with the overall plan, and it is also consistent with the East Side neighborhood study.

Kathy DeSpiegelaere discussed the Work Session which was talked about at the last meeting, and that it would be on October 30 from 9:00 to 1:00 P.M. The location for this has been determined. This will be at the St. Paul Hotel. It was suggested that the meeting should start at 10:00 A.M.

Ms. DeSpiegelaere informed the Board that Wednesday, October 11, there will be a forum sponsored by the RTB from 8:00 to Noon at the Sheraton Midway. On October 18 the RTB is having an Annual Regional Conference at the St. Paul Hotel, this is an all day meeting, and Chairman Finley will be speaking at this meeting.

3. Update on Joint LRT Advisory Committee and Progress on the Development and Financial Plan for LRT

Commissioner Hunt informed the Board that she and Commissioner Ahrens had a very interesting meeting at the Joint LRT Advisory Committee. The interesting part of the meeting was discussed regarding the bonding bill coming into the State Legislature. Chairman John Derus was late in arriving at the meeting, and he indicated he had just come from a meeting with the Governor, and they had talked about a bonding bill and that Representative Battaglia was prepared to introduce a \$100 million bonding bill for light rail.

Commissioner Hunt checked with Ms. DeSpiegelaere about the bill which Representative Battaglia had introduced at the last session which was \$100 million for the Midway Corridor. She asked if this was the same bill or a different bill. Chairman Derus did not say for sure, he assumed that this was different bill than the one earmarked for Midway Corridor.

Commissioner Ahrens said there was a section of the meeting that dealt with corridors, and part of this was a quantitative evaluation which dealt in terms of their criteria with the daily patron per mile, cost per patron, cost recoverage. It was at this point that Anoka County wished to replace daily patrons per route mile to passenger miles, and there was some discussion on that. There was a motion to add daily passenger miles, and daily annual cost per passenger mile. This would clearly put us in jeopardy because if we are going to start measuring geography and not people. In terms of the discussion, there were two commissioners that were not going to support this. In terms of discussion later about the time frame that we would be under in order to come to a consensus as to how we were going to fund this system, we were in the minority as well.

Commissioner Ahrens continued, if we really represent this Board, in terms of what this Board has come out against, clearly, the property taxes, we may be isolating ourselves and Ramsey County in this process. She feels that this Board should have a discussion regarding the dilemma which she and Commissioner Hunt are faced with at these Joint Meetings.

Commissioner Hunt added that the dilemma they are faced with, some counties are saying you can't raise any property taxes to pay our share, then that is our problem. Those who have the ability to raise property taxes can go ahead, and they will get the system, and we would not. She had tried to indicate that the funding should be on the basis of ability to pay, they did have some positive discussion on the basis of how you would interpret local share as there has not been a true definition of what local share is as it does not necessarily mean each county's individual property tax base, it could be a broader area that would provide the local match.

Chairman Finley felt that was what our discussion was at the last meeting, the local share could mean region-wide, and that the property tax issue is that it could be property tax on region-wide basis may be required, but not on an individual county, as he understood Ramsey County's position at the last meeting. We did not feel that each county should be paying for their own system within their geographic area. It does not make any sense, as it would be a system of which the entire region would benefit or not benefit.

Commissioner Ahrens said this is a very good approach, but the problem she sees is that they are at the meeting with four counties that may not be supportive of that as they are not going to have part of that system for many years, Carver, Scott, Washington and Dakota Counties, that they would tax their home owners to pay for our system or Hennepin's system. This is rather speculative. The other thing is that Hennepin is looking at the Hiawatha Corridor, and there is no longer merely talk, the talk is now of the tunnel and that corridor. This is the way it is presented when questions are raised about whether the Legislature has something to say about that, then there may be a bit of a retreat from that position, but that is still the way it is presented. It becomes quite clear to her that Hennepin is now targeted on the Hiawatha Corridor, and that a tunnel is very much what they want. What this says about the Central Corridor as it is now being called, is problematic and causes her concern. She frankly thinks that they are reaching a point very soon where we have to sit down as a Board with the Hennepin County Board and reach some terms as to what we are both going to do about the Central Corridor, whether we are going to apply for Federal money, and how are we going to pull this Central Corridor together.

Commissioner Hunt pointed out that she had extensive discussion with John Derus after the meeting as she asked if anyone from Ramsey County had been represented at the meeting with the Governor about light rail, and he indicated that it was a personal meeting with him and the Governor. Mr. Derus did want to talk to her, and he came to her office and spent sometime discussing the pros and cons of the different corridors, tunnels. He pointed out, and it is somewhat related to Item 4 on this agenda regarding a letter to UMTA, that we in Ramsey County could get credit to apply for a Federal Grant by the work and money they have already spent on the Midway Corridor. She posed a question to Mr. Derus that if we used Federal grant route, it might take us many more years to come up a plan to proceed, and by that time Hennepin County would have constructed most of their lines, and used all the funds

that might be available from the Legislature, and that Ramsey County with the high priority line would not have been able to accomplish anything. We are going to have to consider in No. 4 just how we would proceed with our high priority line through the Federal process.

Chairman Finley wished to say on the Amendment that Commissioners Hunt and Ahrens had to vote against, he had been able to have this taken out, as they had tried to add it at the RTB. This was for purposes of the contract. There is not any basis criteria to use that, it is easy to say someone gets on and they pay a fare. To try to figure out how far that person went, and then got off, this is something that is speculative at best. We know that people get off in the Midway Corridor.

Commissioner Hunt said what came out was staff recommendation working with the consultants, and when they were asked about coming up with daily passenger miles, they indicated they could probably do it, but it would be very difficult.

Chairman Finley said that is right, we know how much a fare is, you know how many people are going to get on, but you do not know when they are going to get off, this becomes a very speculative point, and all the other criteria used for the evaluation of the corridor were very concrete, people, dollars, etc.

Commissioner Schaber asked how we are going to pay for it, this is the critical issue. Have the other counties, like Carver and Scott, looked at the issues, have they looked at the true financial pictures of those outlying areas, as they are not certain that even ten years from now they are going to be having to deal with it. They will probably not want to finance the Ramsey County construction of the line. We have to get this out of the local funding, this has to be from a larger source, or the system is not going to get built.

Commissioner Ahrens said the problem with that is that Hennepin wants to build that system. Commissioner Derus, according to Commissioner Schaber, went to the Legislature to get the authority in the first place, saying that Hennepin can build their own, they could take care of everything themselves. It has been 180 degree switch since then. Commissioner Ahrens thinks that Hennepin is still willing to levy property taxes in that County to help them build the Hiawatha Corridor.

Commissioner Schaber added that Hennepin has a population growth, value assessment growth that can absorb those kinds of increases where we are sitting on basically no population growth, no assessment growth.

Commissioner Ahrens feels that if Hennepin positions themselves so that they can build that corridor, and build it first, we will have to wait until the State Legislature acts to help us do this.

Commissioner Schaber's point is we have to get it out of the County and into another area from a financing standpoint.

Commissioner Ahrens agrees, but Hennepin wants to move ahead, and if they feel that they are not going to get it fast enough through the Legislature, she thinks that Hennepin will move ahead, and it will be on their property taxes. Scott, Carver and Washington Counties would feel this would be fine, as they do not want to put money into it anyway. When it comes into a metro-wide basis, which may be the next step and property taxes are involved, we are not going to have the support of the outlying courts, as they do not want to support lines going from St. Paul to Minneapolis. It is right that other counties may not have looked at this. This is why Commissioner Ahrens and Commissioner Hunt were trying to support out case that it would be very difficult by December 1st to arrive at a consensus as to how you are going to fund this system. There is going to have to be a lot of give and take between the Advisory Committee and this County Board, because we may have to change our recommendations, we are operating against a deadline, so they should have something to recommend by December 1st. Frankly, we know more than the rest of the members, we have been through this, we have seen how complex it is. Until they see it, we may not be convincing.

Commissioner Schaber said the problem is that they have not looked at it, once they get constructing their own lines they are not going to have any more ability than we are to be able to fund these lines from property tax. That is why we have to get this from the County level to the State. This has to be coming from some place up there, Mn/DOT funds, as the system as a whole is not going to be in place if we are going to do it piecemeal. We have one very wealthy, rich county that has the property who can stand to do it, but he does not feel the rest of us can do it, Ramsey County cannot do it.

Chairman Finley feels that what will happen at best is that the City of St. Paul, the one link will be the Midway Corridor, will only be one of six legs coming into downtown Minneapolis, and that is what we would be, about on equal footing with the City of Anoka, instead of the Capital City of the State of Minnesota. This does not help when you go to argue for the East Metro area when you have your own City saying we do not want extensions out of the Midway Corridor for the system, which is exactly what is happening. So, we will be exactly as they predicted, will be just about equal to Anoka, and probably behind some of the Hennepin County suburbs, instead of being a hub, we will be a spoke, and that spoke will end at downtown St. Paul. It will not be extended on if the feeling as it is now continues to prevail.

Commissioner Schaber agreed, that is what he has been talking about is the total system.

Commissioner Ahrens as she see it is there are two primary lines that are really to be addressed, one is the Central Corridor, the other is the Hiawatha line, very clearly on the front burner. From the Advisory Committee she senses that so much of this is between Hennepin and Ramsey County, and that frankly, the

other counties, while they are interested, they do not want to deal with our problems, and the sooner that we can sit down with Hennepin County and iron some of this out, the better it will be for the entire group, so that we can go on and deal with some of the other issues. We have to settle this with Hennepin to have some understanding about the \$100 million, for instance, that is going to be placed at the Legislature, how are we looking at that, is that what Hennepin feels is going to finance the Hiawatha Line, or are they asking for it for the Central Corridor. It will be very difficult at the Advisory Committee for Commissioner Hunt and herself to really represent this Board.

Commissioner Hunt mentioned that Chairman Finley had requested that we explore a meeting with the delegation, that we explore that, as it is important that our delegation be apprised of these things as we go along because they showed a great deal of interest in the last session, and some are in good communication with Representative Battaglia.

Chairman Finley thinks the key part of it is how we deal with what we will be talking about on the Federal Funding, how should we proceed on the Midway Corridor, if it is the number one priority in the metropolitan area. Should we go the Federal process, or shouldn't we. If we were going either way, we should at least present to our Legislators what this entails so that we do not get accused of dragging our feet when we are not. He did speak to Julian Epson from Battaglia's office last week, and as only a certain number of the delegation would have an interest, so if it was in a smaller group, that possibly Mr. Epson should be there to represent Representative Battaglia. He agreed that this would be an excellent idea.

Commissioner Ahrens said if the movement for the \$100 million is there, it seems to her that the Central Corridor is a compromise that both counties would benefit, and we could settle that issue so that it doesn't have one county against another or one delegation, so that we could come to an agreement.

Commissioner Hunt wished to add one more point, and she was going to bring this up at the County Board under Legislative update. Commissioner Salverda and she attended the meeting at AMC last week, and number of key Legislators were there. It was pointed out that they are very concerned, they feel that they are going to be spending into deep trouble in the next few years, the projected revenues are not going to be there in July of '91 as they had anticipated, and the money they are getting in is going to be a half-billion dollars less. It was felt that everyone is expecting a bonding bill, and there is going to be a lot of pressure for a bonding bill, that they may be facing some problems. So, picture at the Legislature is not that rosy.

Commissioner Hunt stated that while they are talking about \$100 million in bonding, there is no assurance that it will materialize, but there may be a lot of pressure for it.

Commissioner Salverda commented that he thought this was one of the reasons the RTB was constituted for was to coordinate some of these things, as we are hearing some of the things now that we heard a year ago.

Chairman Finley said they are all sitting at the same table, and have this give and take. At least the counties know what the other counties positions are at this Advisory Committee level, and they are mandated to give us some input. For a long time everyone was going separately, it is coming down to whether this is going to be a regional system, that is the reason it was restructured. We may be running into this, where maybe some do not really want it to be regional scope.

Commissioner Norgard would like to know if there is any conflict between the Commissioners of the Hennepin County Board, are they totally committed to any system on their own.

Dick Wolsfeld responded, Hennepin County has traditionally had between four and five votes for support of light rail, that was when Commissioner Robb was still on the Board, and in many cases it was in the area of five to six votes. He has never been at a Hennepin County meeting where they actually had to vote on that. Commissioner Johnson was very concerned when they adopted their Comprehensive Plan that the amount was \$420 million, and they could only identify \$250 million of specific sources to pay for that so they had a revenue gap to be made up with state or federal funding. They do not have a specific financial plan that can raise the \$20 million in the Stage 1 four corridor system. They look to the RTB the same as Ramsey County does to address that issue.

Commissioner Ahrens said the RTB has given the job to the Advisory Committee to make those recommendations.

Ms. DeSpiegelaere would suggest in regard to this issue, that one of the things the Board might want to think about is what Commissioner Ahrens asked, is how does this Board as a group make your wishes known to them so that they can convey them to the Joint LRT Advisory Committee. Things are moving at a rapid pace. She anticipates at the Work Session on October 30th we will have a discussion of some of these issues, but you may want to think about meeting in small groups or some special meetings as some of these issues come up that might require your involvement.

Commissioner Norgard feels we have to give our two representatives some directions.

Commissioner Salverda mentioned the packet that was submitted to the delegation by Ramsey County some months ago, and suggested that maybe we need something like that for the RRA to be given to the delegation.

Commissioner Hunt said they are working on that. The Advisory Committee will be meeting tomorrow on financing, they will have some visual aids, with a map to show how small we are.

4. Federal Funding -letter to Urban Mass Transportation Administration.

Ms. DeSpiegelaere addressed the Board, this letter was put together by the staffs of the counties and the consultants. She went through the cover memo, this indicates that some of the subjects are commitments that are being made by sending this letter to follow the Federal process for the Midway Corridor. While she does not believe it is an ironclad commitment, she does think it is a major step toward following the Federal process for the Midway Corridor if you agree at this meeting.

This is an approach asking for their concurrence for the NE Corridor in Anoka County (she pointed this out on the map), and for the Midway Corridor to be overmatched corridors for federal funding. That means that this region would commit 70% funding, in return for 30% federal funding. The corridors that would be considered as part of this regional plan are the ones shown on the map, part of Metropolitan Council's Transportation Development Guide. This letter has been worded carefully so that the corridors could change, based on the regional development and financial plan.

This letter does not ask for concurrence regarding Hennepin County's \$24 million in federal funds, that is a separate designation, specific to Hennepin County. This, as Commissioner Ahrens mentioned, they are considering using on the Hiawatha Corridor.

The second item is the terminus of the Midway Corridor, this Board has asked previously that staff consider an EIS between downtown St. Paul and downtown Minneapolis, that this should be prepared. She has had some discussion, but has not completed this with Hennepin County's staff. This subject came up at the meeting that they had a few weeks ago with the UMTA administration. Their comment was that this segmentation, in regard to this specific corridor, the Central Corridor between the two downtowns that they would view the Midway Corridor as an extension of a committed project if the University Connector were a separate project. So, you would have the entire Central Corridor, the part from Oak Street & Washington, and to the West would be the University Connector, constructed separately, or at least in a separate EIS, and the Midway Corridor could be a separate EIS. But, she has not completed the discussion with Hennepin County staff regarding this.

Ms. DeSpiegelaere wished to discuss the Federal share of costs that are being requested in this letter.

Commissioner Ahrens wished to go back, we are now recommending that both the Anoka section and the section from Oak and Washington be applied for. She would like to know what this does to the Oak Street West statement, and does it make sense to go in one direction, and not for the whole, and why doesn't Hennepin want to do that for their section.

Ms. DeSpiegelaere replies this is a major question. previously, they were thinking of using the federal funds on the University Connector, which is their part of the Central Corridor, then when the UMTA administration staff

was here a few weeks ago, they indicated that it would be possible for Hennepin to use that \$24 million on another part of their system, that it was not specifically designated to the University Connector, they could use it wherever they chose, and for some purposes that might be advantageous to put it on the Hiawatha Corridor rather than to use it on the University Connector. Hennepin County is doing a State EIS for the University Connector, so they are going ahead with that. Her assumption is that is if they proceed with using the federal funds that they already have assurances that they will get on the Hiawatha Corridor that they would then pay for the University Connector with their own funds or from regional or state sources of funds as defined in the Development and Financial Program that we are working on now.

Commissioner Hunt feels that we have to, either through the RTB, or whatever, we have to reach an agreement on having the same EIS on the Hennepin section as well as the Ramsey County section, or otherwise one system could be built a year or two before the other, which would defeat the purpose of connecting the downtowns.

Chairman Finley thinks that sending of this letter might be a little premature, whether or not we are going to follow the federal process for the purposes of the EIS.

Ms. DeSpiegelaere wished to defer answering that, she wished to tell the Board what Hennepin and Anoka have indicated to her. Yesterday she spoke with both Hennepin and Anoka staffs. Hennepin has chosen not to take action on the letter at this time, they are waiting to see what Ramsey County will do. If Ramsey County is in agreement with the letter, then the individual Commissioners will be polled by Ken Stevens, as to whether or not they agree with it. Some of the Commissioners have seen this the specifics of the letter, and so are aware of it.

Anoka has general authorization for Paul McCarren to sign the letter, they went over the concept in detail with the Commissioners. Anoka is "interested in moving expeditiously in negotiating the Federal process". They are quite interested in having Ramsey County agree to expedite this, because of the necessity that the region send a letter from all of us to UMTA rather than going separately, this was the recommendation of UMTA's staff when they were here.

Ms. DeSpiegelaere continued, should Ramsey defer on this, we will be holding up Anoka County.

Chairman Finley does not feel this answered the question, it is whether or not we would be premature in approving this, until we decide whether or not we should follow the Federal process.

Commissioner Schaber said that it is important that it has to be cleared up as to where the \$24 million and the \$100 million bonding is going to be applied. He feels this is an important factor.

Ms. DeSpiegelaere said that Hennepin is working on the State EIS and she does not know if they have made a definite decision on whether or not they will use the Federal funds on the Hiawatha Corridor. Mr. Wolsfeld said that Hennepin County has not made a decision.

Mr. Wolsfeld informed the Board, the problem with the Hiawatha Corridor is that when the EIS was done, of the roadway and the transit in the mid '80's, it had light rail following Hiawatha all the way downtown. The current concept is that if the tunnel is built, they could come along the 29th Street rail corridor to serve Abbott Northwestern, Honeywell, and then go into the downtown, then they would not follow Hiawatha Avenue north of Lake Street. If they are going to put the money in Hiawatha, they would still have to amend that Federal EIS to include the other segment.

Commissioner Ahrens agrees with Chairman Finley we need to know, based on the length of time it will take if we go this Federal route, even the limited Federal route, given inflation, and the other things that are required in order to get the Federal money, maybe we will expend all of the Federal money. She feels that we need to have some figures in front of us whether it is worth spending that money and that time.

Chairman Finley would like to make a suggestion, that he be authorized to sign the letter providing we have an agreement with Hennepin County that they will abide by whatever process we agree to use, they will use on the Midway Corridor, so that we can reach a consensus on that to trigger this type of cooperative effort. Do this, rather than delaying it, it has to be one or the other, to either abide or not abide by the Federal process, but has to connect the two downtowns, it cannot end at University and Rice or Oak and Washington.

Ms. DeSpiegelaere is not sure that can work for the reason that Hennepin has accepted \$24 million grant, and they cannot receive Federal funds for any other portion of their entire system, so should they expend the \$24 million on Hiawatha, there would be no incentive for them to follow the Federal process for the University Connector, as they could not get Federal funds for it. NE Corridor in Hennepin County and Midway Corridor would be eligible for Federal. Ms. DeSpiegelaere continued, based on the discussion, it appears that this Board would like more information, inflation factor related to Federal funding, information on whether there should be a combined EIS impact statement for the Midway Corridor and the University Connector, on the \$100 million bonding bill, and where Hennepin is going to spend the \$24 million.

Commissioner Schaber moved that it be laid over until we get the additional information, this was seconded by Commissioner Salverda.

WHEREAS, Ramsey County Regional Railroad Authority is considering the benefits and disadvantages of following the federal process for planning light rail transit in the Midway Corridor; Now, Therefore, Be It

RESOLVED, That the following additional information requested to be provided by staff on this subject:

1. Where does Hennepin County Regional Railroad Authority 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 for the University Connector?
3. Are there plans to modify the \$100 million bonding bill introduced at the close of the 1989 legislative session in regard to the location where funds for LRT would be spent? The bill 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?

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

R 89-57

5. Midway Corridor Task Force Appointments

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

WHEREAS, Ramsey County Regional Railroad Authority has requested appointments to the Midway Corridor Task Force; Now, Therefore, Be It

RESOLVED, That the representatives and alternates listed below are approved for membership on the Midway Corridor Task Force; and Be It Further

RESOLVED, That Mike Heffron is appointed as convener for the first two meetings of the task force.

Representative Marvin Johnson
Alternate Laurie Simon

Representative Clark Armstead
Alternate Jeff Fenske

Representative Steven H. Madole
Alternate Michael McCarthy

Representative Keith Kramer

Representative Triesta Brown
Alternate Bob Wicker

Representative Robert Straughn
Alternate James Pfau

Representative Bill Mears
Alternate Ed Bower

Representative Terry McGibbon

Representative (Ronald) Scott Heiderich

Representative Rick Cardenas
Alternate David Bradshaw

Representative Phyllis Edwards
Alternate Larry Anderson
Alternate George Nickolatos

Representative Marion DeWitt
Alternate Patricia Miller

Representative Gary Grefenberg
Alternate Paul Mandell

Representative Bruce N. Davis

Representative Jerry Thole

Representative Mike Glasgow

Representative Judy Mueller

Representative Mike Heffron
Alternate Ken Wenzel

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

289-58

6. San Diego LRT Trip Summary

Ms. DeSpiegelaere gave a short discussion of the summary of her trip to San Diego, they have a 112 mile system proposed for the next twenty years. This is relevant as we are looking at a regional system here of slightly over 100 miles, so their system has something we can learn from in terms of planning. There is a lot going on in San Diego in joint development at light rail transit stations. The Director of their system will be in town for the Financial Forum, so they will have information to share with us tomorrow. There are a variety of funding sources, one of the most current is the sales tax, local sales tax. First lines were constructed with the gas tax, now

that they have some portions of their system completed, they are going after Federal funds. One of the things we learned from UMTA, even though it is not always funded, is that they like the Federal dollars to be the last dollars spent rather than the first dollars spent.

7. Ratify Partial Payment No. 9 to Strgar-Roscoe-Fausch, Inc. in the amount of \$49,351.57.

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

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 No. 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. 9 in the amount of \$49,351.57 is in accordance with governing contract provisions and payment in that amount is hereby ratified.

Roll Call: Ayes - 7, Nays - 0 *R89-59*
Motion adopted.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley _____

Board Action Requested _____

Originating Department _____

Chairman's Comments _____

John T. Finley /s/ _____ 10/19/89
Authorized Signature Date

Request Justification _____

Budgeting and Accounting _____
County Attorney _____
Risk Manager _____
Data Processing _____
Previous Action taken on Request _____

Date / Time _____
Received By _____

Comments / Recommendation _____

Documentation certified complete for: _____

Committee / Meeting Date _____

Signature _____

Date _____

Committee / Meeting Date _____

Signature _____

Date _____

October 24, 1989

Board Date

Signature _____

10/19/89

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority

Originating Department

K. Kelpiephare
Authorized Signature

10/16/89
Date

Board Action Requested

Ratify Partial Payment No. 10 to Strgar-Roscoe-Fausch, Inc., in the amount of \$2,029.36.

* 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. RCRRRA-88-002 governs the performance of services and terms of payment. Payment in the amount of \$2,029.36, for the period ending September 30, 1989, has been issued in accordance with contract provisions and Rail Authority Resolution No. R89-16. Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments: 1) Accounts Payable form and Partial Payment No. 10
2) SRF Invoice No. 10 and attachments
3) Proposed resolution ratifying payment

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date
October 24, 1989

Board Date

J. L. Henderson
Signature

Signature

Signature

Date

Date
10/19/89

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. 10 in the amount of \$2,029.36 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 October 11, 1989
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid
CA	PA 736	1
1-2	3-7	8 9-14

WARRANT NO.

(3) Code				
RFC	Fund	Dept	Object	Amount
	591	59102	020102	\$2,029.36
15-17	18-20	21-25	26-31	32-41

\$2,029.36
Total

(4) PAY TO: 2
 8 First Name & Initial 9-22
STRGAR-ROSCOE-FAUSCH, INC.
 Last Name or Firm Name 23-52
3 53-76
 One Carlson Pkwy. No., Suite 150
 8 Address 9-32
 Minneapolis MN 55447
 City State Zip Code 55-59

Soc Sec No
OR
Fed Tax ID 60-71

(5) On Check Stub Put: 4 Inv. #10, File 0881128-1134 & 1159
5 9-60
 Comp LRT Plan, Agreement #RCRRA-88-002
 9-60

For Risk Management
Use Only

6 9-24
 Last Name First Name

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

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

Preparer's Signature: Bette Humpal

(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. Despielaere

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

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

PARTIAL PAYMENT NO. 10

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59102 AGREEMENT NO: PA 736

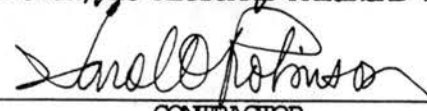
DATE: 09 OCT 89

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	94.4%
TOTAL VALUE OF WORK CERTIFIED - 30 SEPT 89		\$413,025.54
LESS RETAINAGE		\$21,000.00
AMOUNT DUE		\$392,025.54
LESS PREVIOUSLY APPROVED PAYMENTS:		\$389,996.18
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$2,029.36</u>

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

<u>10/9/89</u>	<u></u>
DATE	DIRECTOR, RC REGIONAL RAILROAD PLANNING
<u>10/9/89</u>	<u></u>
DATE	CONTRACTOR

PREVIOUS PARTIAL PAYMENTS:

PARTIAL PAYMENT NO. 1	\$6,806.63
PARTIAL PAYMENT NO. 2	\$11,096.78
PARTIAL PAYMENT NO. 3	\$25,484.29
PARTIAL PAYMENT NO. 4	\$30,085.93
PARTIAL PAYMENT NO. 5	\$38,911.95
PARTIAL PAYMENT NO. 6	\$52,823.45
PARTIAL PAYMENT NO. 7	\$118,333.29
PARTIAL PAYMENT NO. 8	\$57,102.29
PARTIAL PAYMENT NO. 9	\$49,351.57
PARTIAL PAYMENT NO. 10	\$2,029.36
PARTIAL PAYMENT TOTAL:	<u>\$392,025.54</u>

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$437,700.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	<u>\$392,025.54</u>
AMOUNT REMAINING ON AGREEMENT	<u>\$45,674.46</u>

891159

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING SEPTEMBER 30, 1989

LRT PLAN - PHASE II DIRECT COSTS

CAT #	CATEGORY	
1	MILEAGE	46.80
2	PARKING	9.15
8	LONG DISTANCE TELEPHONE	4.40
17	PRINTING	700.00
19	EQUIPMENT RENTAL	48.76

	TOTAL DIRECT EXPENSES	809.11

COMMISSION # 891158
LRT PLAN - SPECIAL MEETINGS/PREPARATION
PERIOD ENDING SEPTEMBER 30, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Principal	75.00	8.0	600.00
----- TOTALS -----			8.0	600.00

COMMISSION # 881133
LRT PLAN - DRAFT & FINAL LRT PLANS
PERIOD ENDING SEPTEMBER 30, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Principal	75.00	7.5	562.50
J. Hoffman	Technician	36.30	1.0	36.30
D. Madison	Technical Writer	42.90	0.5	21.45
-----	TOTALS -----		9.0	620.25

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: 9/30/89

Invoice No. 10

Period Ending: 9/30/89

re: COMPREHENSIVE LRT PLAN
AGREEMENT NUMBER RCRRA-88-001 (PHASE I)
AGREEMENT NUMBER RCRRA-88-002 (PHASE II)

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Task 1 -Phase I	1127	0.00	21,632.26	21,632.26
Task 2 -Standards/Policies	1128	0.00	12,100.50	12,100.50
Task 3 -Corridor Ident./Evaluation	1129	0.00	120,965.25	120,965.25
Task 4 -Downtown St. Paul Alignment	1130	0.00	17,115.53	17,115.53
Task 5 -LRT Staging Plan	1131	0.00	5,996.25	5,996.25
Task 6 -Operating/Financial Plan	1132	0.00	20,338.46	20,338.46
Task 7 -Draft & Final LRT Plans	1133	620.25	27,811.85	28,432.10
Task 8 -Community/Agency Particip. *	1134	600.00	87,265.89	87,865.89
Total Labor and Overhead		1,220.25	313,225.99	314,446.24
Direct Non-Salary Costs - Phase I	1127	0.00	573.18	573.18
Direct Non-Salary Costs - Phase II	1159	809.11	119,402.45	120,211.56
TOTAL FEE EARNED		2,029.36	433,201.62	435,230.98
LESS RETAINAGE - PHASE II		0.00	21,000.00	21,000.00
TOTAL		2,029.36	412,201.62	414,230.98
TOTAL AMOUNT DUE THIS INVOICE		2,029.36	=====	

* TASK 8

Community/Agency Participation	0.00
Newsletter/Presentation Materials	0.00
Special Meetings/Preparation	600.00
TOTAL	600.00

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

BUDGETING & ACCOUNTING		Board Action Requested
Originating Department		Quarterly report of payments for RCRRA
J. Van Houdt /s/	10/17/89	July - September, 1989
Authorized Signature	Date	<u>* Action is Requested</u>

Request Justification

Proposed resolution.

See attached memorandum from J. Van Houdt dated 10/5/89.

<u>Budgeting and Accounting</u> <i>Reviewed by: Mark Johnson 10/19/89</i> <u>County Attorney</u> <i>David Mac Miller</i> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>		Date / Time Received By
---	--	--

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
October 24, 1989	<i>J. L. Glendon</i>	10/18/89
Board Date	Signature	Date



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 July through September, 1989, and a record of these disbursements is attached; Now, Therefore, Be It

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

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Office of
BUDGETING AND ACCOUNTING

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

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: October 5, 1989
TO: Terry Schutten, Executive Director
FROM: *JVH* James Van Houdt, Director - Budgeting & Accounting
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: July - September 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 July through September 1989 and a copy of the Budget Condition Report as of September 30, 1989.

JVH:EG:ja/gcl
Attachments

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

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020102	CONSULTING SERVICES 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	931,000.00	
020122	STATE AUDITOR 579.50	1,135.50	0.00	556.00CR	556.00CR	579.50	0.00	195.94
020174	COUNTY ATTORNEY SERVICES 11,125.00	0.00	0.00	11,125.00	11,125.00	0.00	44,498.00	
020176	EXECUTIVE DIRECTOR-SERVICES 46,988.00	15,998.19	0.00	30,989.81	30,989.81	32,000.00	60,000.00	34.05
020179	BUDGETING AND ACCOUNTING SERVICES 4,120.50	3,794.08	0.00	326.42	326.42	0.00	19,379.50	92.08
020185	DATA PROCESSING SERVICES-MTCE 3,342.00	2,932.40	0.00	409.60	409.60	2,350.00	3,968.00	87.74
020193	COUNTY PROJECT MANAGEMENT SERVICES 86,196.00	34,956.34	0.00	51,239.66	51,239.66	0.00	276,724.00	40.55
020202	POSTAGE 1,026.00	1,411.52	0.00	385.52CR	385.52CR	0.00	4,604.00	137.58
020207	TELEPHONE LONG DISTANCE CHARGES 369.00	97.35	0.00	271.65	271.65	0.00	0.00	26.38
020209	TELEPHONE-LOCAL SERVICE 740.00	356.39	0.00	383.61	383.61	200.00	0.00	48.16
020305	MESSENGER SERVICE 100.00	47.70	0.00	52.30	52.30	100.00	0.00	47.70
020401	PUBLISHING MINUTES & NOTICES 1,663.00	1,396.40	0.00	266.60	266.60	0.00	6,650.00	83.97
020501	PRINTING & STATIONERY 5,720.00	4,060.94	0.00	1,659.06	1,659.06	0.00	22,882.00	71.00
020909	PARKING SPACE 1,275.00	595.00	0.00	680.00	680.00	0.00	0.00	46.67

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 *
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS	250.00	0.00	250.00	250.00	0.00	0.00	
021192	INTEREST	11,813.00	10,673.36	0.00	1,139.64	1,139.64	0.00	90.35
021226	COMMITTEE COMPENSATION	0.00	460.00	0.00	460.00CR	460.00CR	0.00	4,000.00
021401	MEMBERSHIP & DUES	500.00	0.00	500.00	500.00	0.00	0.00	
021403	CONFERENCE & SEMINAR EXPENSES	3,700.00	1,730.00	0.00	1,970.00	1,970.00	0.00	46.76
021407	OTHER TRAVEL	1,000.00	13,786.12	0.00	12,786.12CR	12,786.12CR	0.00	16,000.00 1378.61
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	0.00	117.35	0.00	117.35CR	117.35CR	0.00	3,000.00 3500.00
TOTL 02		190,507.00	93,548.64	0.00	96,958.36	96,958.36	35,229.50	1,392,705.50 49.11
030101	OFFICE SUPPLIES	825.00	665.72	0.00	159.28	159.28	0.00	0.00 80.69
040300	EQUIPMENT	2,650.00	1,896.48	357.00	753.52	396.52	1,450.00	0.00 71.57
061001	CONTINGENT APPROPRIATIONS	200,000.00	0.00	0.00	200,000.00	200,000.00	0.00	300,000.00
070201	DUE TO COUNTY REVENUE	125,000.00	125,000.00	0.00	0.00	0.00	0.00	0.00 100.00
CURR ORG-TOT		518,982.00	221,110.84	357.00	297,871.16	297,514.16	36,679.50	1,692,705.50 42.60

BUDGET COM. REPORT
RFBA113 89 09 29

RAMSEY COUNTY
ACCOUNTING DEPT.
09 29 89

PAGE 2

PCT OF YEAR ELAPSED = 74.52

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R88 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
000000	70,851.00	47,155.67	0.00	23,695.33	23,695.33	0.00	41,474.00	66.56
ORG-TOT	589,833.00	268,266.51	357.00	321,566.49	321,209.49	36,679.50	1,734,179.50	45.48

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59102	RCRRA - COMPREHENSIVE LRT PLAN							
020102	CONSULTING SERVICES 460,000.00	419,890.92	27,003.82	40,109.08	13,105.26	460,000.00	0.00	91.28
020174	COUNTY ATTORNEY SERVICES 10,680.00	0.00	0.00	10,680.00	10,680.00	10,680.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES 14,398.00	323.82	0.00	14,074.18	14,074.18	14,398.00	0.00	2.25
020179	BUDGETING AND ACCOUNTING SERVICES 4,512.00	161.45	0.00	4,350.55	4,350.55	4,512.00	0.00	3.58
020185	DATA PROCESSING SERVICES-MTCE 952.00	667.58	0.00	284.42	284.42	952.00	0.00	70.12
020193	COUNTY PROJECT MANAGEMENT SERVICES 87,127.00	60,217.31	0.00	26,909.69	26,909.69	87,127.00	0.00	69.11
020202	POSTAGE 981.00	811.31	0.00	169.69	169.69	1,081.00	100.00	82.70
020305	MESSENGER SERVICE 100.00	71.50	0.00	28.50	28.50	100.00	0.00	71.50
020401	PUBLISHING MINUTES & NOTICES 2,000.00	423.38	0.00	1,576.62	1,576.62	2,000.00	0.00	21.17
020501	PRINTING & STATIONERY 8,000.00	4,011.69	0.00	3,988.31	3,988.31	8,000.00	0.00	50.15
021226	COMMITTEE COMPENSATION 3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
021401	MEMBERSHIP & DUES 0.00	0.00	0.00	0.00	0.00	10,000.00	10,000.00	
021403	CONFERENCE & SEMINAR EXPENSES 0.00	0.00	0.00	0.00	0.00	2,250.00	2,250.00	
021407	OTHER TRAVEL 10,000.00	74.25	0.00	9,925.75	9,925.75	10,000.00	0.00	.74
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 2,250.00	689.49	0.00	1,560.51	1,560.51	2,250.00	0.00	30.64
ORG-TOT	604,000.00	487,342.70	27,003.82	116,657.30	89,653.48	616,350.00	12,350.00	80.69

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020102	CONSULTING SERVICES 1,476,000.00	0.00	1,398,039.00	1,476,000.00	77,961.00	1,476,000.00	0.00	
020174	COUNTY ATTORNEY SERVICES 33,818.00	0.00	0.00	33,818.00	33,818.00	33,818.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES 45,592.00	0.00	0.00	45,592.00	45,592.00	45,592.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 14,288.00	0.00	0.00	14,288.00	14,288.00	14,288.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 3,016.00	392.52	0.00	2,623.48	2,623.48	3,016.00	0.00	13.01
020193	COUNTY PROJECT MANAGEMENT SERVICES 154,581.00	25,677.05	0.00	128,903.95	128,903.95	154,581.00	0.00	16.61
020202	POSTAGE 3,123.00	50.00	0.00	3,073.00	3,073.00	3,323.00	200.00	1.60
020305	MESSENGER SERVICE 300.00	55.35	0.00	244.65	244.65	300.00	0.00	18.45
020401	PUBLISHING MINUTES & NOTICES 4,650.00	78.40	0.00	4,571.60	4,571.60	4,650.00	0.00	1.69
020501	PRINTING & STATIONERY 14,882.00	0.00	0.00	14,882.00	14,882.00	14,882.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
021407	OTHER TRAVEL 6,000.00	0.00	0.00	6,000.00	6,000.00	6,000.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 750.00	49.40	0.00	700.60	700.60	750.00	0.00	6.59
TOTL 02	1,758,000.00	26,302.72	1,398,039.00	1,731,697.28	333,658.28	1,758,200.00	200.00	1.50
ORG-TOT	1,758,000.00	26,302.72	1,398,039.00	1,731,697.28	333,658.28	1,758,200.00	200.00	1.50

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59104	RCRRA ENVIRONMENTAL IMPACT STUDY							
020102	CONSULTING SERVICES	0.00	0.00	0.00	0.00	366,000.00	366,000.00	
020174	COUNTY ATTORNEY SERVICES	0.00	0.00	0.00	0.00	8,454.00	8,454.00	
020176	EXECUTIVE DIRECTOR-SERVICES	0.00	0.00	0.00	0.00	11,398.00	11,398.00	
020179	BUDGETING AND ACCOUNTING SERVICES	0.00	0.00	0.00	0.00	3,572.00	3,572.00	
020185	DATA PROCESSING SERVICES-MTCE	0.00	0.00	0.00	0.00	754.00	754.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES	0.00	0.00	0.00	0.00	55,354.00	55,354.00	
020202	POSTAGE	0.00	0.00	0.00	0.00	856.00	856.00	
020305	MESSENGER SERVICE	0.00	0.00	0.00	0.00	100.00	100.00	
020401	PUBLISHING MINUTES & NOTICES	0.00	0.00	0.00	0.00	1,264.00	1,264.00	
020501	PRINTING & STATIONERY	0.00	0.00	0.00	0.00	4,348.00	4,348.00	
DRG-TOT	0.00	0.00	0.00	0.00	0.00	452,100.00	452,100.00	
ACT-TOT	2,951,833.00	781,911.93	1,425,399.82	2,169,921.07	744,521.25	2,863,329.50	2,198,829.50	26.49
5 FCT-TOT	2,951,833.00	781,911.93	1,425,399.82	2,169,921.07	744,521.25	2,863,329.50	2,198,829.50	26.49
FUND CURR TOT	2,880,982.00	734,756.26	1,425,399.82	2,146,225.74	720,825.92	2,863,329.50	2,157,355.50	25.50
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	781,911.93	1,425,399.82	2,169,921.07	744,521.25	2,863,329.50	2,198,829.50	26.49

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 1
DATE 10/04/89

REGIONAL RAILROAD QTRLY REPORT

PERIOD JULY 1, 1989 THRU SEPTEMBER 30, 1989

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		EXECUTIVE DIRECTOR - SERVICES							
59101	020176	IC	06928	082589	00512504		331.70	IC TRANSFER PMT 400 40301	300908 A00145
		IC	06929	082589	00512504		845.84	IC TRANSFER PMT 400 40301	300908 A00146
		IC	06930	082589	00512504		464.38	IC TRANSFER PMT 400 40301	300908 A00147
		IC	06931	082589	00512504		298.53	IC TRANSFER PMT 400 40301	300908 A00144
		IC	06932	082589	00512504		431.21	IC TRANSFER PMT 400 40301	300908 A00143
								2,371.66	
	020176 BUDGETING AND ACCOUNTING SERVICES								
59101	020179	IC	04270	080489	00508224		1,033.28	IC TRANSFER PMT 400 40303	300908 A00134
								1,033.28	
	020179 DATA PROCESSING SERVICES-MAINTENANCE								
59101	020185	IC	07801A	090189	00513690		158.82	IC TRANSFER PMT 574 57401	301385 C00764
		IC	07802A	090189	00513690		263.36	IC TRANSFER PMT 574 57401	301385 C00699
		IC	07803B	090189	00513690		202.63	IC TRANSFER PMT 574 57401	301385 C00637
								624.81	
	020185 COUNTY PROJECT MANAGEMENT SERVICES								
59101	020193	IC	02794	072189	00504645		85.04	IC TRANSFER PMT 400 47102	300434 B00371
		IC	02794A	072189	00504645		199.08	IC TRANSFER PMT 400 47101	300166 B00371
		IC	02794B	072189	00504645		180.05	IC TRANSFER PMT 400 47109	300434 B00371
		IC	02796	072189	00504645		664.50	IC TRANSFER PMT 400 47109	300434 B00367
		IC	02796A	072189	00504645		819.82	IC TRANSFER PMT 400 47101	300166 B00367
		IC	02796B	072189	00504645		427.15	IC TRANSFER PMT 400 47102	300434 B00367
		IC	02797	072189	00504645		1,031.11	IC TRANSFER PMT 400 47102	300434 B00366
		IC	02797A	072189	00504645		836.77	IC TRANSFER PMT 400 47101	300166 B00366
		IC	02797B	072189	00504645		83.10	IC TRANSFER PMT 400 47109	300434 B00366
		IC	06933	082589	00512504		824.50	IC TRANSFER PMT 400 47101	300166 B00410
		IC	06933A	082589	00512504		176.30	IC TRANSFER PMT 400 47109	300434 B00410
		IC	06933B	082589	00512504		876.27	IC TRANSFER PMT 400 47102	300434 B00410
		IC	06934	082589	00512504		824.54	IC TRANSFER PMT 400 47101	300166 B00411
		IC	06936	082589	00512504		391.84	IC TRANSFER PMT 400 47101	300166 B00408
		IC	06936A	082589	00512504		148.48	IC TRANSFER PMT 400 47102	300434 B00408
		IC	07804	090189	00513690		572.73	IC TRANSFER PMT 400 47101	300166 B00474
		IC	07804B	090189	00513690		299.48	IC TRANSFER PMT 400 47110	300434 B00474
		IC	07804C	090189	00513690		397.98	IC TRANSFER PMT 400 47102	300434 B00474
		IC	07805A	090189	00513690		0.37	IC TRANSFER PMT 400 47101	300166 B00475
		IC	07805B	090189	00513690		618.57	IC TRANSFER PMT 400 47109	300405 B00475
		IC	08271	090889	00515290		1,526.43	IC TRANSFER PMT 400 40801	300908 A02540
		IC	08272	090889	00515290		1,630.98	IC TRANSFER PMT 400 40801	300908 A02549
		IC	08273	090889	00515290		1,568.25	IC TRANSFER PMT 400 40801	300908 A02545
		IC	08274	090889	00515290		486.11	IC TRANSFER PMT 400 47101	300166 B00473
		IC	10142	092289	00517653		1,944.63	IC TRANSFER PMT 400 40801	300908 A02546
								16,614.08	
	020193 POSTAGE								
59101	020202	CA	03466C	072889	00507297		134.00	POSTMASTER C/D BUDGETING	

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RFC	DEPT	OBJECT POSTAGE	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020202	IC	04271	080489	00508224	323.12	IC TRANSFER PMT 521 52104	350323 W00255
			IC	06938	082589	00512504	116.87	IC TRANSFER PMT 521 52104	350323 W00269
		020202					573.99		
		TELEPHONE - LOCAL SERVICE							
	59101	020208	CA	04441	080489	00508461	95.77	U S WEST COMMUNICATIONS	
			CA	07839	090189	00513915	33.96	U S WEST COMMUNICATIONS	
			CA	10746	092989	00518807	33.96	U S WEST COMMUNICATIONS	
		020208					163.69		
		MESSENGER SERVICE							
	59101	020305	IC	06939	082589	00512504	36.00	IC TRANSFER PMT 400 41203	300428 H10457
		020305					36.00		
		PRINTING & STATIONERY							
	59101	020501	IC	01596	071489	00503207	374.20	IC TRANSFER PMT 400 40301	300130 A02569
			IC	04272	080489	00508224	431.00	IC TRANSFER PMT 400 41202	300404 H00658
			IC	06940	082589	00512504	9.60	IC TRANSFER PMT 400 41203	300431 H10116
			IC	07796	090189	00513690	303.70	IC TRANSFER PMT 400 40301	300130 A02573
			IC	08275	090889	00515290	76.69	IC TRANSFER PMT 400 41202	300404 H00713
			CA	10704	092989	00519417	108.40	THOLEE PRINTING	
		020501					1,303.59		
		PARKING SPACE							
	59101	020909	CA	10705	092989	00519418	85.00	VICTORY PARKING INC	
		020909					85.00		
		INTEREST							
	59101	021192	IC	01597	071489	00503207	10,673.36	IC TRANSFER PMT 400 40001	360104
		021192					10,673.36		
		COMMITTEE COMPENSATION							
	59101	021226	CA	03021	072189	00505787	20.00	CLARKSON	ROBERT
			CA	03022	072189	00505788	20.00	FAVILLE	HUGH
			CA	03023	072189	00505789	10.00	GILLILAND	PAUL
			CA	03024	072189	00505790	15.00	KREN	ROBERT J
			CA	03025	072189	00505791	15.00	HANDERSCHIED	MARC
			CA	03026	072189	00505792	10.00	SANDBERG JR	FRANK
			CA	03027	072189	00505792	10.00	SANDBERG JR	FRANK
			CA	03028	072189	00505793	5.00	SEVER	HELEN
			CA	03029	072189	00505794	10.00	STRAUGHN	ROBERT
			CA	03030	072189	00505795	15.00	TRACY	NANCY
			CA	03031	072189	00505796	5.00	VAN HOEF	ROBERT
			CA	03032	072189	00505796	10.00	VAN HOEF	ROBERT
			CA	03033	072189	00505797	10.00	WOLD	CHARLES
			CA	03034	072189	00505797	5.00	WOLD	CHARLES
			CA	03342	072589	00506897	10.00	ROSSMAN	ROBERT

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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	04913	080889	00509606	15.00	WOLD	CHARLES
			CA	05176	081189	00510444	10.00	ROSSBACH	GEORGE
			CA	05177	081189	00510445	10.00	SANDBERG	FRANK
			CA	06231	081889	00512011	5.00	DUPAUL	KARIN
			CA	08548	090889	00515602	15.00	GREAVU	JOHN
			CA	08549	090889	00515603	10.00	OLSEN	BYRON
			CA	08550	090889	00515604	5.00	SEVER	HELEN
		021226					240.00		
		CONFERENCE & SEMINAR EXPENSES							
59101		021403	CA	03035	072189	00505798	445.00	INSTITUTE OF TRANSPORTATION EN	KATHRYN
			CA	08909	091289	00516292	815.00	DESPIEGELAERE	
			CA	09898	091989	00517573	90.00	MINN DEPT OF TRANSPORTATION	
			CA	10706	092989	00519419	190.00	COLLEGE OF ST THOMAS	
			CA	10970	092989	00519419	190.00	COLLEGE OF ST THOMAS	
		021403					1,730.00		
		OTHER TRAVEL							
59101		021407	CA	08054	090689	00514865	328.00	ASK MR FOSTER TRAVEL SERVICE	
		021407					328.00		
		OFFICE SUPPLIES							
59101		030101	CA	03852	080189	00507835	30.29	ST PAUL CITY OF	
			CA	07175	082589	00512771	80.14	ST PAUL CITY OF	
			CA	08125	090689	00514632	2.50	ST PAUL CITY OF	
			CA	10766	092989	00518800	294.92	ST PAUL CITY OF	
			PV	135231	091589	00516377	30.00	ALPHA VIDEO & AUDIO	
		030101					437.85		
		EQUIPMENT							
59101		040300	PD	R00136	082589	00512801	234.00	ALPHA VIDEO & AUDIO	
			CA	04402	080489	00508764	539.20	GRAYBAR	
			CA	04403	080489	00508765	160.70	TECH POWER	
			IC	07803	090189	00513690	477.58	IC TRANSFER PMT 574 57401	301385 C00637
		040300					1,381.48		
		DUE TO COUNTY REVENUE							
59101		070201	IC	01597A	071489	00503207	125,000.00	IC TRANSFER PMT 400 48677	380113
		070201					125,000.00		
		(Repayment of Temporary loan)							

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162,596.79

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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	072889	00507745	118,333.29	STRGAR ROSCOE FAUSCH INC	
			CA	PA736	090889	00515605	57,102.29	STRGAR ROSCOE FAUSCH INC	
			CA	PA736	091989	00517574	49,351.57	STRGAR ROSCOE FAUSCH INC	
			CA	PA793	082589	00513052	7,200.00	SPRINGSTED INCORPORATED	
			CA	07135	082589	00513052	489.30	SPRINGSTED INCORPORATED	
		020102					232,476.45		
		EXECUTIVE DIRECTOR - SERVICES							
	59102	020176	CA	10707	092989	00519420	323.82	STRGAR ROSCOE FAUSCH INC	
		020176					323.82		
		DATA PROCESSING SERVICES - MAINTENANCE							
	59102	020185	IC	07801B	090189	00513690	369.02	IC TRANSFER PMT 574 57401	301385 C00764
			IC	07802	090189	00513690	298.56	IC TRANSFER PMT 574 57401	301385 C00699
		020185					667.58		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59102	020193	IC	02798	072189	00504645	252.54	IC TRANSFER PMT 400 47101	300166 800368
			IC	02798A	072189	00504645	166.20	IC TRANSFER PMT 400 47109	300434 800368
			IC	02798B	072189	00504645	170.08	IC TRANSFER PMT 400 47102	300434 800368
			IC	02799	080489	00508224	340.16	IC TRANSFER PMT 400 47102	300434 800369
			IC	02799A	072189	00504645	713.11	IC TRANSFER PMT 400 47101	300166 800369
			IC	02799B	072189	00504645	609.40	IC TRANSFER PMT 400 47109	300434 800369
			IC	02800	072189	00504645	363.64	IC TRANSFER PMT 400 47109	300434 800370
			IC	02800A	072189	00504645	851.86	IC TRANSFER PMT 400 47101	300166 800370
			IC	02800B	072189	00504645	770.67	IC TRANSFER PMT 400 47102	300434 800370
			IC	04273	080489	00508224	804.34	IC TRANSFER PMT 400 47101	300166 800405
			IC	04273A	080489	00508224	263.15	IC TRANSFER PMT 400 47109	300434 800405
			IC	04273B	080489	00508224	807.88	IC TRANSFER PMT 400 47102	300434 800405
			IC	04274	080489	00508224	616.54	IC TRANSFER PMT 400 47102	300434 800404
			IC	04274A	080489	00508224	650.24	IC TRANSFER PMT 400 47101	300166 800404
			IC	04274B	080489	00508224	249.30	IC TRANSFER PMT 400 47109	300434 800404
			IC	04275	080489	00508224	401.63	IC TRANSFER PMT 400 47109	300434 800406
			IC	04275A	080489	00508224	820.52	IC TRANSFER PMT 400 47101	300166 800406
			IC	04275B	080489	00508224	690.95	IC TRANSFER PMT 400 47102	300434 800406
			IC	04276	080489	00508224	510.24	IC TRANSFER PMT 400 47102	300434 800407
			IC	04276A	080489	00508224	830.44	IC TRANSFER PMT 400 47101	300166 800407
			IC	04276B	080489	00508224	595.55	IC TRANSFER PMT 400 47109	300434 800407
			CA	04404	080489	00508766	908.51	STRGAR ROSCOE FAUSCH INC	
			IC	06933C	082589	00512504	45.30	IC TRANSFER PMT 400 47109	300434 800410
			IC	06934A	082589	00512504	60.37	IC TRANSFER PMT 400 47102	300434 800411
			IC	06935A	082589	00512504	4.18	IC TRANSFER PMT 400 47101	300166 800411
			IC	06935C	082589	00512504	45.34	IC TRANSFER PMT 400 47110	300434 800411
			IC	07806A	090189	00513690	571.66	IC TRANSFER PMT 400 47102	300434 800469
			IC	07806C	090189	00513690	767.28	IC TRANSFER PMT 400 47101	300166 800469
			IC	07807	090189	00513690	232.46	IC TRANSFER PMT 400 47101	300166 800472
			IC	07807A	090189	00513690	309.54	IC TRANSFER PMT 400 47102	300434 800472

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RCRRA COMPREHENSIVE LRT PLAN

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59102	020193	IC	07808	090189	00513690	788.71	IC TRANSFER PMT 400 47101	300166 B00470
			IC	07808A	090189	00513690	98.96	IC TRANSFER PMT 400 47109	300405 B00470
			IC	07808B	090189	00513690	1,050.21	IC TRANSFER PMT 400 47102	300434 B00470
			IC	08274B	090889	00515290	121.34	IC TRANSFER PMT 400 47102	300434 B00473
			IC	08276	090889	00515290	1,630.98	IC TRANSFER PMT 400 40801	300908 A02543
			IC	08277	090889	00515290	1,630.98	IC TRANSFER PMT 400 40801	300908 A02547
			IC	08278	090889	00515290	1,798.26	IC TRANSFER PMT 400 40801	300908 A02548
			IC	08279	090889	00515290	1,798.26	IC TRANSFER PMT 400 40801	300908 A02602
			IC	08280	090889	00515290	1,840.08	IC TRANSFER PMT 400 40801	300908 A02601
			IC	08281	090889	00515290	1,923.72	IC TRANSFER PMT 400 40801	300908 A02541
			IC	10143	092289	00517653	1,630.98	IC TRANSFER PMT 400 40801	300908 A02542
			IC	10144	092289	00517653	1,777.35	IC TRANSFER PMT 400 40801	300908 A02550
		020193					30,512.91		
	59102	POSTAGE 020202	CA	08055	090689	00514866	150.00	DESPIEGELAERE	KATHRYN
		020202 PRINTING & STATIONERY					150.00		
	59102	020501	IC	02801	072189	00504645	24.90	IC TRANSFER PMT 400 41203	300431 H10437
			IC	08275A	090889	00515290	430.46	IC TRANSFER PMT 400 41202	300434 H00713
			CA	10708	092989	00519421	650.00	OMEGA LITHOGRAPH	
		020501					1,105.36		
	59102	VOLUNTEER/COMMITTEE MEETING EXPENSE 021408	CA	04405	080489	00508767	43.91	HEALTHEAST CATERING	
			CA	04406	080489	00508768	393.71	RADISSON HOTEL OF ST. PAUL	
			CA	04622	080489	00508769	50.00	DESPIEGELAERE	KATHRYN
			CA	06232	081889	00512012	50.00	CITY OF FALCON HEIGHTS	
		021408					537.62		

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265,773.74

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		DATA PROCESSING - MAINTENANCE							
	59103	020185	IC	07801	090189	00513690	137.84	IC TRANSFER PMT 574 57401	301385 C00764
			IC	07802B	090189	00513690	198.52	IC TRANSFER PMT 574 57401	301385 C00699
			IC	07803C	090189	00513690	56.16	IC TRANSFER PMT 574 57401	301385 C00637
		020185					392.52		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59103	020193	IC	02802	072189	00504645	1,038.75	IC TRANSFER PMT 400 47109	300434 800373
			IC	02802A	072189	00504645	843.96	IC TRANSFER PMT 400 47101	300166 800373
			IC	02802B	072189	00504645	85.04	IC TRANSFER PMT 400 47102	300434 800373
			IC	02803	072189	00504645	255.12	IC TRANSFER PMT 400 47102	300434 800372
			IC	02803A	072189	00504645	493.23	IC TRANSFER PMT 400 47101	300166 800372
			IC	02803B	072189	00504645	401.65	IC TRANSFER PMT 400 47109	300434 800372
			IC	02804	072189	00504645	817.11	IC TRANSFER PMT 400 47101	300166 800374
			IC	02804A	072189	00504645	747.88	IC TRANSFER PMT 400 47109	300434 800374
			IC	02804B	072189	00504645	340.16	IC TRANSFER PMT 400 47102	300434 800374
			IC	04277	080489	00508224	688.65	IC TRANSFER PMT 400 47101	300166 800403
			IC	04277A	080489	00508224	789.43	IC TRANSFER PMT 400 47109	300434 800403
			IC	04277B	080489	00508224	127.56	IC TRANSFER PMT 400 47102	300434 800403
			IC	04278	080489	00508224	170.08	IC TRANSFER PMT 400 47102	300434 800402
			IC	04278A	080489	00508224	429.36	IC TRANSFER PMT 400 47101	300166 800402
			IC	04278B	080489	00508224	401.65	IC TRANSFER PMT 400 47109	300434 800402
			IC	06935	082589	00512504	470.90	IC TRANSFER PMT 400 47109	300434 800411
			IC	06935B	082589	00512504	526.88	IC TRANSFER PMT 400 47110	300434 800411
			IC	06937	082589	00512504	21.60	IC TRANSFER PMT 400 47102	300434 800408
			IC	06937A	082589	00512504	213.18	IC TRANSFER PMT 400 47110	300434 800408
			IC	06937B	082589	00512504	138.50	IC TRANSFER PMT 400 47109	300434 800408
			IC	07804A	090189	00513690	569.02	IC TRANSFER PMT 400 47109	300405 800474
			IC	07804D	090189	00513690	65.17	IC TRANSFER PMT 400 47110	300434 800474
			IC	07805	090189	00513690	118.40	IC TRANSFER PMT 400 47110	300434 800475
			IC	07805C	090189	00513690	88.55	IC TRANSFER PMT 400 47101	300166 800475
			IC	07806	090189	00513690	98.96	IC TRANSFER PMT 400 47109	300405 800469
			IC	07806B	090189	00513690	314.16	IC TRANSFER PMT 400 47110	300434 800469
			IC	07806D	090189	00513690	135.86	IC TRANSFER PMT 400 47102	300434 800469
			IC	07809	090189	00513690	470.09	IC TRANSFER PMT 400 47109	300434 800465
			IC	07809A	090189	00513690	314.09	IC TRANSFER PMT 400 47101	300166 800465
			IC	07809B	090189	00513690	418.24	IC TRANSFER PMT 400 47110	300434 800465
			IC	07810	090189	00513690	1,311.30	IC TRANSFER PMT 400 47109	300434 800471
			IC	07810A	090189	00513690	234.45	IC TRANSFER PMT 400 47101	300166 800471
			IC	07810B	090189	00513690	179.52	IC TRANSFER PMT 400 47109	300434 800471
			IC	07810C	090189	00513690	132.66	IC TRANSFER PMT 400 47102	300434 800471
			IC	07811	090189	00513690	766.99	IC TRANSFER PMT 400 47109	300405 800467
			IC	07811A	090189	00513690	467.90	IC TRANSFER PMT 400 47101	300166 800467
			IC	07811B	090189	00513690	269.28	IC TRANSFER PMT 400 47110	300434 800467
			IC	07811C	090189	00513690	353.76	IC TRANSFER PMT 400 47102	300434 800467
			IC	07812	090189	00513690	321.64	IC TRANSFER PMT 400 47109	300405 800466
			IC	07812A	090189	00513690	654.27	IC TRANSFER PMT 400 47101	300166 800466
			IC	07812B	090189	00513690	605.88	IC TRANSFER PMT 400 47110	300434 800466

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		COUNTY PROJECT MANAGEMENT SERVICES							
	59103	020193	IC	07812C	090189	00513690	265.32	IC TRANSFER PMT 400 47102	300434 800466
			IC	08274A	090889	00515290	169.06	IC TRANSFER PMT 400 47102	300434 800473
			IC	08274C	090889	00515290	729.30	IC TRANSFER PMT 400 47110	300434 800473
			IC	08274D	090889	00515290	279.69	IC TRANSFER PMT 400 47101	300166 800473
			IC	08274E	090889	00515290	98.96	IC TRANSFER PMT 400 47109	300405 800473
			IC	08282	090889	00515290	1,672.80	IC TRANSFER PMT 400 40801	300908 A02544
		020193					20,106.01		
		POSTAGE							
	59103	020202	CA	08055A	090689	00514866	50.00	DESPIEGELAERE	KATHRYN
		020202					50.00		
		MESSENGER SBRVICE							
	59103	020305	IC	04279	080489	00508224	55.35	IC TRANSFER PMT 400 41203	300428 H10444
		020305					55.35		
		VOLUNTEER/COMMITTEE MEETING EXPENSE							
	59103	021408	CA	01533	071189	00503105	49.40	DESPIEGELAERE	KATHRYN
			CA	07982	072889	00000000	-49.40	JE01461	
		021408					0.00		
		RCRRA - PHASE I PRELIMINARY ENGINEERING & EIS					20,603.88		

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REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1989 THRU SEPTEMBER 30, 1989

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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RCRRA:

FUND 591 TOTAL

448,974.41

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>Kathryn DeSpiegelaere</u> <u>10/16/89</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> <u>LRT Financing Forum Summary</u> <u>DISCUSSION ONLY</u>
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Request Justification

See attached Memorandum from K. DeSpiegelaere of October 16, 1989

<u>Budgeting and Accounting</u> <u>Reviewed by: Mark Johnson 10/19/89</u> <u>County Attorney</u> <u>Bill Mac Miller</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
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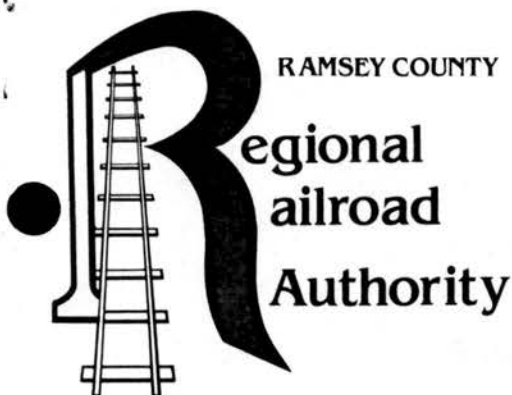
Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date
Committee / Meeting Date
October 24, 1989
Board Date

Signature
Signature
J. L. Henderson
Signature

Date
Date
10/19/89
Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: LRT Financing

DATE: October 15, 1989

Experts on financial aspects of rail transit systems addressed this topic at a forum sponsored by the Regional Transit Board on October 11. Topics covered were:

Federal Funding

- o San Diego did not rely on federal funding for its first LRT line. Decisions, therefore, could be made locally and in a more timely manner. That area is seeking federal funds for additional lines. There is keen competition and no certainty that the new federal overmatch program will reduce paperwork and delays.
- o Pittsburgh used federal funds to modernize its rail system. Federal disbursements did not consider the optimal construction timing. Because federal funds were distributed over an eight-year period, the costs were far greater than if federal funds had not been used. There may, however, be tools to reduce those constraints. This area should attempt to influence Congress so that the Urban Mass Transportation Administration (UMTA) will reduce red tape and reduce its control of projects.
- o Other advice:
 - An area must use its Congressional delegation throughout the process to keep pressure on UMTA administration.
 - It is easier to work with UMTA if an area already has successful LRT projects.
 - This area should consider that UMTA could supply 30% of the costs of the total system.

State Funding

- o Portland had a state appropriation for LRT. The urban area gave up federal aid urban funding to rural areas of the state as part of the negotiated package. Portland had active involvement and cooperation of the Oregon Department of Transportation.
- o Sacramento's system used 40 different source of revenue. State fuel tax may be used not only on highways, but on rail transit projects.
- o Other advice:
 - Most rail projects in the U.S. had significant amounts of state funding. Only a handful did not.
 - State funding adds to the probability of success of transit systems.
 - State bonding for rail projects has been used in Illinois, Maryland, Pennsylvania, Virginia, New York, California.
 - The criteria for distributing state funds in California uses in part a ranking system based on technical factors, geographic equity, and political factors.

Local/Regional Funding

- o Of all the light rail and heavy rail system in the U.S., only one has relied on property tax funds for construction: BART (heavy rail) in San Francisco. Tampa is considering a small increase in the property tax for "bridge" financing of its LRT system and long-term financing through a sales tax.
- o California has a sales tax that is returned in part to counties for transportation purposes, both capital and operating.
- o Joint development (private development on transit-owned property) is worth considering but is unlikely to be more than 10% of capital costs. It should be considered later in the process after lines are built.
- o Denver's experience with a head tax in a special district was a failure.
- o Portland uses a payroll tax for transit operations.
- o The sales tax in San Diego was carefully marketed. It is important to consider other transportation needs in the package rather than just limiting it to LRT.
- o Benefit assessments could be a small part of the financing packaging.

Geographic Area To Tax

- o Having the seven metropolitan counties merge is the obvious solution to the question of what area to tax.

- o In San Francisco some counties chose not to participate in BART funding. Now they want to participate, nearly 20 years after it was begun. The issue is how or if they now share in the cost of what has already been built.
- o You may not need something for everyone.
- o Equity is always an issue.

Other

- o "The funding menu must be constantly and aggressively refined." Recognize that a mix of funds will be necessary and that mix will change with individual projects and with time.
- o Relying on already available funding sources is smart. There may be a long lead time to obtain a sales tax for transit.
- o Farebox revenues should be an important source of operating costs.
- o Transit projects should be joined with land use, parking, and economic development policies.
- o LRT will have a redistributive effect on economic development in the region but will not produce new growth.
- o The public response to transit taxing proposals is often negative.
- o Whatever line is built first should perform well.
- o Have designs in hand for additional lines to take advantage of funding opportunities.
- o LRT can be overplanned. Be action-oriented.

The Panel Members Were:

Tom Larwin, San Diego
Jeff Parker, Washington, D.C.
Paul Bey, Minneapolis
Bob Schaevitz, Sacramento
Jeff Wingfield, Atlanta

Recommendation:

For your information. Materials distributed at the meeting are attached.

KD/blk

SUMMARY OF PROJECT FUNDING SOURCES

<u>City</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Dollar Total</u>
<u>San Diego</u>				
First Line Built	0%	90%	10%	\$300 million
Extensions Built	45%	45%	10%	
Future Proposed	32%	20%	48%	
<u>Portland</u>				
First Line Built	88%	8%	4%	\$220 million
Extensions Proposed	50%+	?	?(Vehicle Tax)	\$200 million
<u>Pittsburgh (Built)</u>	80%	16-2/3%	3-1/3%	\$550 million
<u>Washington, D.C. (Built)</u>	80%	15%	5%	\$8 billion
<u>San Francisco (Proposed)</u>				
Peninsula Commuter Rail	TBD	TBD	Potential \$100M In Air Rights	\$450 million
<u>Atlanta (Built)</u>	80%	0%	20%	\$2.3 billion
<u>Sacramento (Built)</u>	56%	18%	26%	\$176 million
<u>LA - Long Beach (Under Constr.)</u>	0%	0%	100%	\$752 million
<u>Denver TCA (Failed)</u>	0%	0%	100%	---

SUMMARY OF REVENUE SOURCES FROM LRT FINANCING PACKAGES

HENNEPIN, RAMSEY AND ANOKA COUNTY REGIONAL RAILROAD AUTHORITIES

	Hennepin County	Ramsey County	Anoka County
County/Regional Taxes:			
Property	Supported	-	Supported
Sales & Use	-	Supported	-
Personal Income	-	-	-
Payroll	-	Supported	-
State/Transportation-Related Sources:			
Motor Vehicle Reg. Fee	-	Supported	Supported
Motor Vehicle Excise Tax	Supported	Supported	Supported
Motor Vehicle Fuel Tax	-	Supported	-
Drivers' License Fee	-	-	Supported
Private/Value Capture Sources:			
Tax Increment Financing	Supported	-	-
Special Assessments	-	-	-
Impact Fees	-	-	-
Fiscal Disparities Contr.	-	-	-
Federal Funding:			
Grants	Supported	Supported	Supported

MARKET VALUATION GROWTH 1985 - 1990

<u>County</u>	<u>Estimated Market Value Pay 1985</u>	<u>Estimated Market Value Pay 1990</u>	<u>Percent Market Value Growth 1985 - 1990</u>
Hennepin	\$31,218,086,000	\$43,239,444,000	39%
Ramsey	12,251,464,000	15,311,820,000	25
Anoka	4,535,689,000	6,525,633,000	44
Dakota	5,590,845,000	9,362,789,000	67
Washington	3,181,800,000	4,862,045,000	53
Scott	1,295,953,000	1,831,803,000	41
Carver	<u>1,153,771,000</u>	<u>1,529,789,000</u>	<u>33</u>
Total	\$59,227,608,000	\$82,663,323,000	40%

** Preliminary figures.*

Source: Minnesota Department of Revenue

ESTIMATED MARKET VALUES FOR METROPOLITAN AREA COUNTIES: PAY 1990

<u>County</u>	<u>Estimated Market Value Pay 1990*</u>	<u>Percent of Total</u>
Hennepin	\$43,239,444,000	52%
Ramsey	15,311,820,000	19
Anoka	6,525,633,000	8
Dakota	9,362,789,000	11
Washington	4,862,045,000	6
Scott	1,831,803,000	2
Carver	<u>1,529,789,000</u>	<u>2</u>
Total	\$82,663,323,000	100%

** Preliminary figures.*

Source: Minnesota Department of Revenue

MAXIMUM PROPERTY TAX LEVIES (Payable 1990)

<u>County</u>	<u>Estimated Market Value: Pay 1990</u>		<u>Maximum Levy</u>		<u>Maximum Levy for Pay 1990</u>
Hennepin	\$43,239,444,000	x	0.04835%	=	\$20,906,271
Ramsey	15,311,820,000	x	0.04835%	=	7,403,265
Anoka	6,525,633,000	x	0.04835%	=	3,155,144
Dakota	9,362,789,000	x	0.04835%	=	4,526,908
Washington	4,862,045,000	x	0.04835%	=	2,350,799
Scott	1,831,803,000	x	0.04835%	=	885,677
Carver	<u>1,529,789,000</u>	x	0.04835%	=	<u>739,653</u>
Total	\$82,663,323,000				\$39,967,717

* *Preliminary 1989/90 Market Valuations obtained from
Minnesota Department of Revenue*

METRO COUNTY TAXABLE GROSS TAX CAPACITIES USING VALUES WITHIN THE METROPOLITAN COUNCIL TAXING DISTRICT

<u>County:</u>	<u>Anoka</u>	<u>Carver</u>	<u>Dakota</u>	<u>Hennepin</u>	<u>Ramsey</u>	<u>Scott</u>	<u>Washington</u>
1988 Gross Tax Capacity	\$172,746,499	\$39,004,034	\$264,222,524	\$1,365,551,567	\$467,770,529	\$47,896,813	\$124,572,273
Less: Captured Tax Increment T.C.	9,366,022	4,305,784	7,960,896	98,088,061	28,573,080	5,006,355	2,560,685
Less: Transmission Lines Credit	0	0	0	32,174	0	0	26,393
Less: Contribution to Fiscal Disparities	13,767,658	2,215,776	26,710,656	149,694,016	45,175,693	4,327,913	8,008,486
Plus: Distribution from Fiscal Disparities	<u>32,811,846</u>	<u>5,790,721</u>	<u>28,248,473</u>	<u>99,604,861</u>	<u>60,157,061</u>	<u>6,601,195</u>	<u>16,653,538</u>
1988 Taxable Gross Tax Capacity	\$182,424,665	\$38,273,195	\$257,799,445	\$1,217,342,177	\$454,178,817	\$45,163,740	\$130,630,247

PROPERTY TAXES

1990 Revenue Projection Seven-County Metro Area:
\$39,967,717

Advantages

- Adequacy -** Represents significant revenue source, but insufficient as single source.
- Reliability -** Stable but growing source as taxable values increase.
- Administration -** System for collection and administration already in place.
- Authorization -** Limited authority currently in place.

Disadvantages

- Adequacy -** Current authorization provides insufficient revenues to produce 100% funding.
- Authorization -** Increased limits on tax may be required.
- Equity -** Limited direct relationship between property values and light rail transit service.

SALES TAX

Fiscal Year 1988 Revenue Projection: (Millions)

Per 1 Cent

State	\$279.8
Metro	\$175.4

Advantages

Adequacy - Represents large revenue source sufficient to pay all or major share of system's capital costs.

Reliability - Relatively stable, but rate of future increase affected by general economic conditions.

Administration - System for collection and administration already in place.

Disadvantages

Authorization - State enabling legislation required.

Equity - Limited relationship between consumption of taxable goods and light rail transit service.

PAYROLL TAX ON EARNED INCOME

Fiscal Year 1988 Revenue Projection: (Millions)

1% Earnings

State	\$388.7
Metro	\$271.4

Advantages

- Adequacy -** Represents large revenue source sufficient to pay 100% capital costs.
- Reliability -** Relatively stable, but rate of future increase affected by general economic conditions.

Disadvantages

- Administration -** New collection and administrative systems needed. Additional compliance cost for employers.
- Authorization -** State enabling legislation required.
- Equity -** Tax paid by wage earners. Equity based on ability to pay would depend on indexing tax. Limited relationship between income and light rail transit service. Would develop revenue from non Metro residents.

MOTOR VEHICLE REGISTRATION FEES

Fiscal Year 1988 Revenue Projection: (Millions)

	<u>Total</u>	<u>10% Surcharge</u>
State	\$251.2	\$25.1
Metro	\$122.0	\$12.2

Advantages

- Adequacy -** Moderate revenue source, depending upon distribution formula. 10% surcharge on Metro registrations represents significant revenue source.
- Reliability -** Reliable revenue source. Proven historical collection rate relatively unaffected by general economic conditions.
- Administration -** Collection system currently in place.
- Equity -** Clearer direct relationship between motor vehicle related tax and light rail transit service than with the broader based non transportation related taxes.

Disadvantages

- Authorization -** Would require state enabling legislation for surcharge and distribution formula changes.

MOTOR VEHICLE EXCISE TAXES

Fiscal Year 1988 Revenue Projection: (Millions)

	Total Collection	
	<u>@ 6%</u>	<u>1% Increase</u>
State	\$236.0	\$39.3
Metro	\$147.6	\$24.6

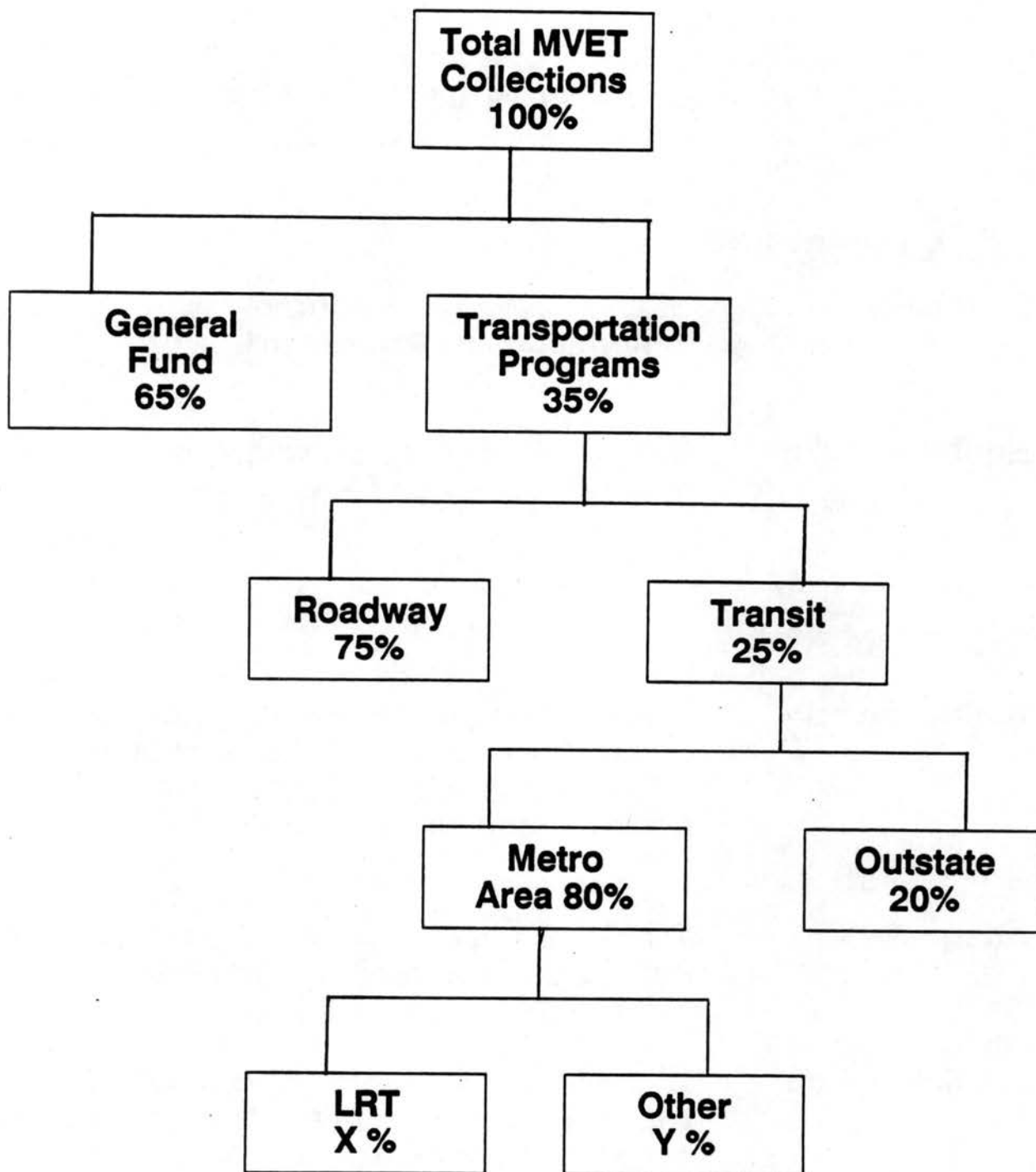
Advantages

- Adequacy -** Has potential as a significant revenue source if collection formula changed to increase transfers for Metro Transit projects.
- Reliability -** Proven record of historical collections but fluctuates in response to new auto sales impacted by general economic conditions.
- Administration -** Collection system currently in place.
- Equity -** Clearer direct relationship between motor vehicle related tax and light rail transit service than with the broader based non transportation related taxes.

Disadvantages

- Authorization -** Would require state enabling legislation for surcharge. Distribution formula subject to annual legislative change.

MOTOR VEHICLE EXCISE TAX DISTRIBUTION FORMULA



FY 1988 MVET Collections: \$236 million

MVET Collections to Metro Transit: \$16.5 Million

Motor Fuel Taxes

Fiscal Year 1988 Projections: (Millions)

1 Cent Increase:	State	22.5
	Metro	11.0

Advantages

- Reliability -** Stable revenue source with proven historical collection record.
- Equity -** Direct relationship between user fee and light rail transit service.

Disadvantages

- Authorization -** Current tax is dedicated for highway purposes and a change to allocate for other purposes would require a constitutional amendment.
- Adequacy -** Would not represent significant revenue source per one cent per gallon tax.
- Administration -** Difficult to administer on county or regional basis since current tax is collected from distributors, not retailers.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority

Originating Department

K. DeSpiegelaere
Authorized Signature

10/18/89
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

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

October 24, 1989

Board Date

Signature

Signature

Date

10/19/89

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

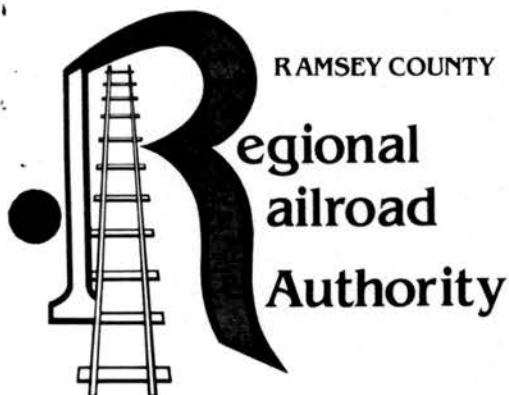
No. _____

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



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

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Duane W. McCarty

District 1

Hal Norgard

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Donald E. Salverda

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Warren W. Schaber

District 6

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:

<u>Element</u>	<u>Estimated Cost</u>
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:

<u>Element</u>	<u>Estimated Cost</u>
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

- o 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.

- o 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.
- o 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.
- o 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



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

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 $\pm$ 1 Year	48 - 56 months	30 - 36 months
INCREMENTAL CONSULTANT COST FOR AA/DEIS	\$300,000 $\pm$ \$100,000	\$300,000 $\pm$ \$100,000	\$250,000 $\pm$ \$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 $\pm$ 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:

- o 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
- o 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^e the three requirements of UMTA for entry into the AA/DEIS process:

- o they have over 15,000 transit trips in 1989
- o the expected annual cost per annual new transit rider is less than \$10.00
- o 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.

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

Mr. Brian W. Clymer
September 25, 1989
Page 2

- 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.

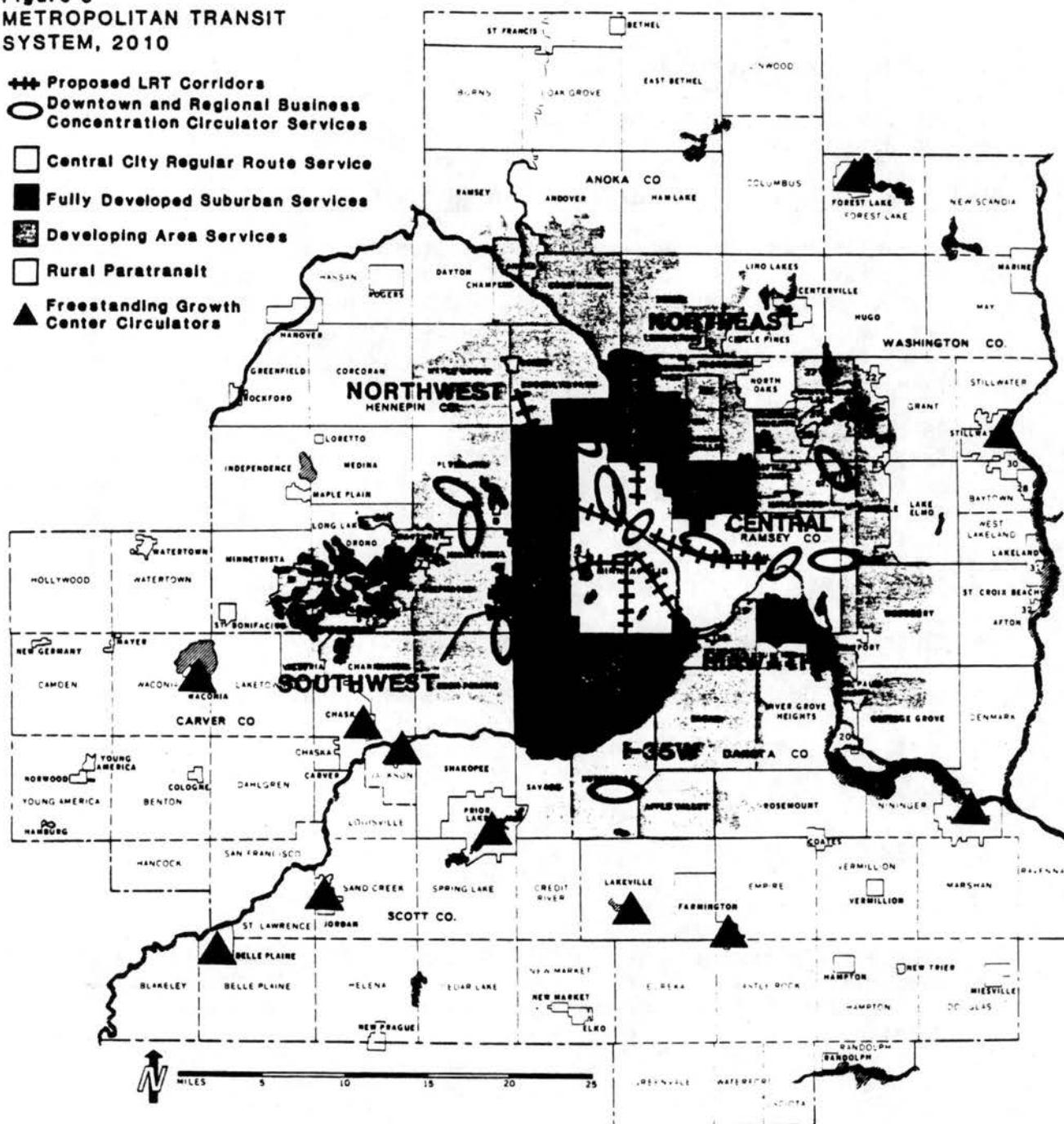
In 1986 the Metropolitan Council completed a regional transitway analysis entitled, "A Study of the Potential Transit Capital Investments in Twin Cities Corridors." This study identified the range of appropriate transit modes in eighteen corridors in the Twin Cities. The analysis became the technical 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

- +++ Proposed LRT Corridors
- Downtown and Regional Business Concentration Circulator Services
- Central City Regular Route Service
- Fully Developed Suburban Services
- ▨ Developing Area Services
- Rural Paratransit
- ▲ Freestanding Growth Center Circulators



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:

- o 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.
- o 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.
- o 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.
- o 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.
- o 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.

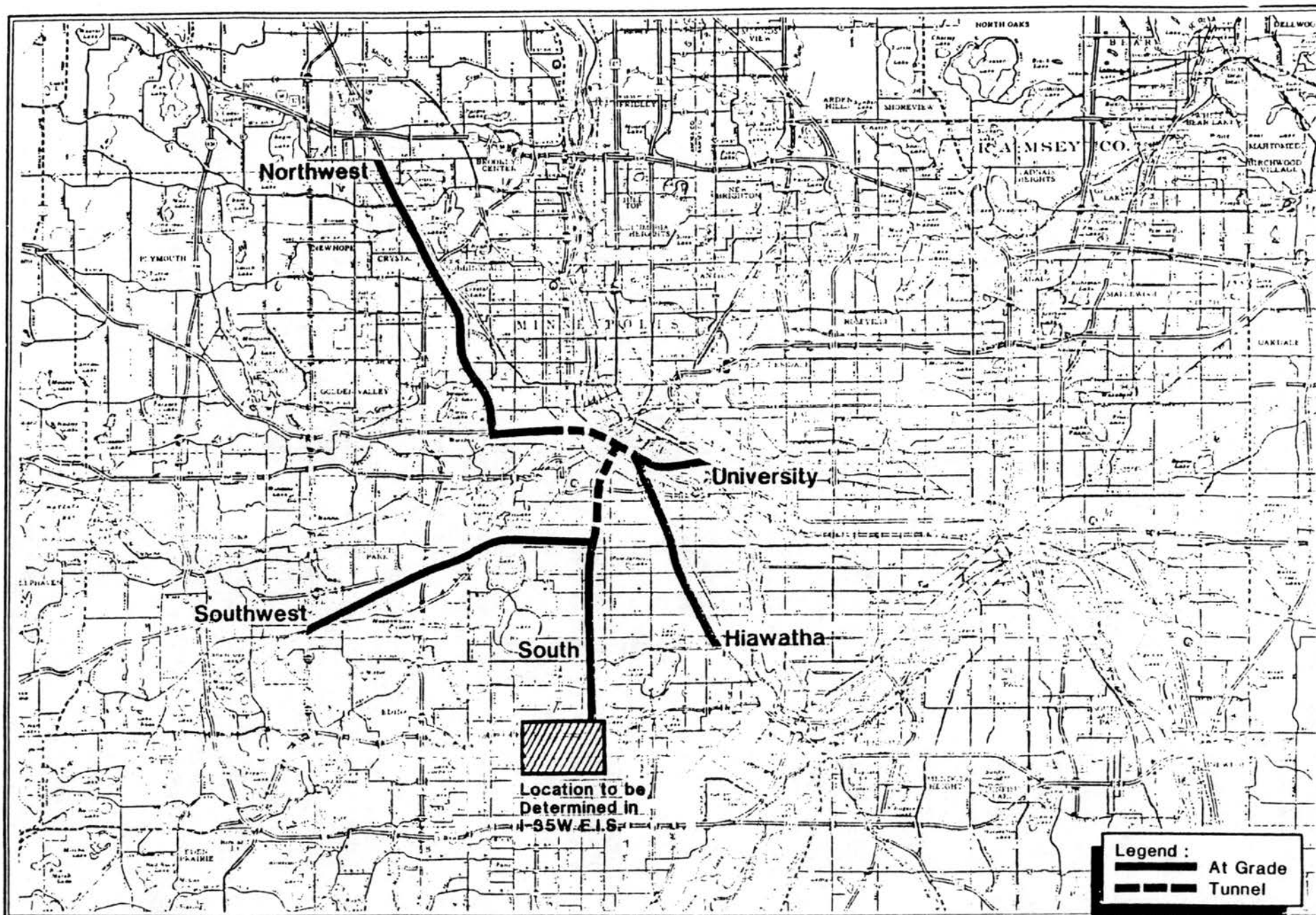


FIGURE 2

Stage I Plan

- o 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."
- o 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.
- o Federal Funding - The HCRRRA 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:

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

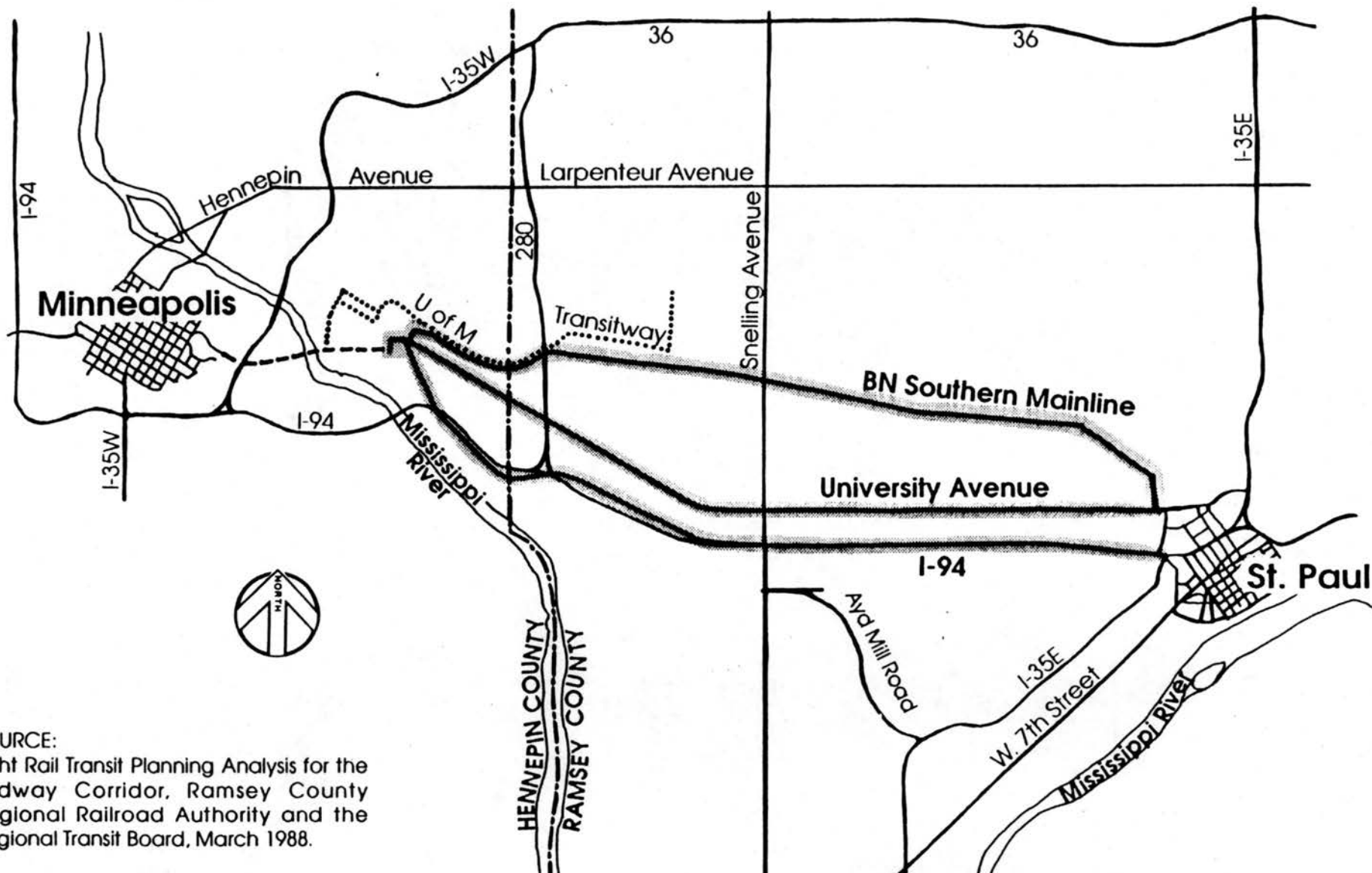
The Comprehensive LRT plan for Anoka County identified two alternative LRT routes in the corridor as shown in the attached map. Based upon the Metropolitan Council LRT System study, potential daily LRT ridership projections range from 19,000 to 27,000. The preferred route will be selected during the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

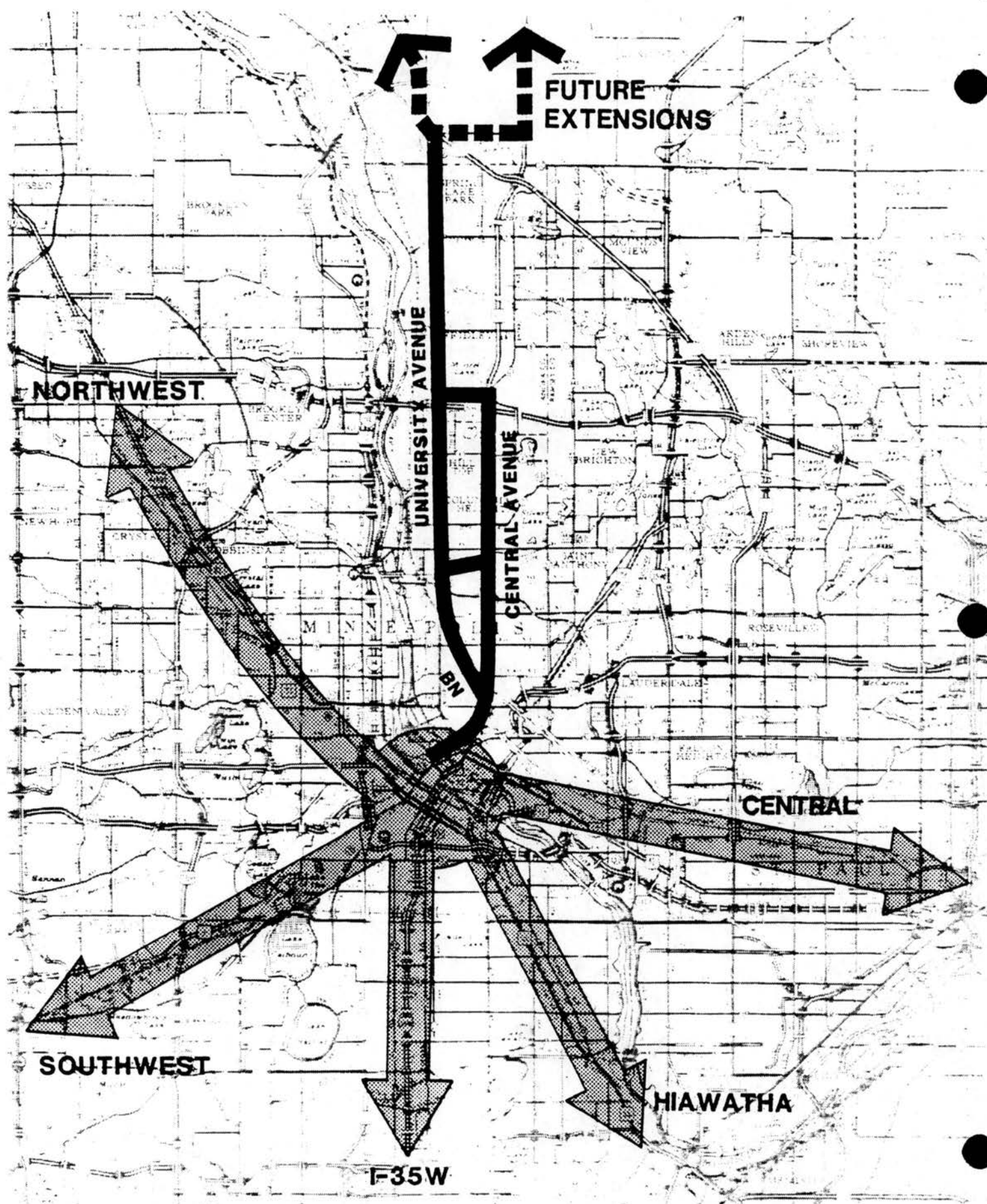


SOURCE:
Light Rail Transit Planning Analysis for the
Midway Corridor, Ramsey County
Regional Railroad Authority and the
Regional Transit Board, March 1988.



SRF

Midway Corridor Alignments



TH 10

**Northeast
Corridor**

63rd Avenue

**Northwest
Corridor**

Minneapolis CBD

University Connector

Oak & Washington

Midway Corridor

St. Pa

CBD

Central Corridor

Hopkins

**Southwest
Corridor**

46th Street

**Hiawatha
Corridor**

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

- o 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.

- o 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.

- o The taxing capability of the three Railroad Authorities includes:

REGIONAL RAILROAD AUTHORITY	ANNUAL TAXING CAPABILITY (1990)
Anoka County	\$ 5,200,000 ⁴
Hennepin County	\$ 20,000,000
Ramsey County	\$ 7,300,000

- o 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.

- o 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

Mr. Brian W. Clymer
September 25, 1989
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- o The following amounts have been expended locally to support public transit in the Twin Cities.

<u>YEAR</u>	<u>PROPERTY TAX</u>	<u>STATE CONTRIBUTION</u>
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:

- o Agree that the UMTA required Phase I: System Planning activities are completed for the Twin Cities.
- o Designate the Midway Corridor and the Northeast Corridor as overmatch corridors.
- o 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.
- o 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.

Mr. Brian W. Clymer
September 25, 1989
Page 13

- 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

ANOKA COUNTY REGIONAL RAILROAD
AUTHORITY

Michael Ehrlichmann
Chairman

Paul McCarron
Chairman

HENNEPIN COUNTY REGIONAL RAILROAD
AUTHORITY

RAMSEY COUNTY REGIONAL RAILROAD
AUTHORITY

Sam S. Sivanich
Chairman

John T. Finley
Chairman

/j kf

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



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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, November 14, 1989

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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

1. * Minutes - A. Minutes of Public Hearing held September 26, 1989
B. Minutes of Ramsey County Regional Railroad Authority Board Meeting of October 24, 1989
2. Chairman's Comments.
3. Appearance of Bill Crawford, Metro District Engineer, Minnesota Department of Transportation.
4. Update on Regional LRT Development and Financial Plan.
5. * Consider resolution relating to light rail transit service in the Midway Corridor.
6. * Authorize Chairman of RCRRA to sign letter to UMTA.
7. * Consider resolution authorizing RCRRA staff to prepare and issue a request for proposal for consultant services for a Northeast Corridor LRT Alignment Study at a cost not to exceed \$300,000.
8. * Consider resolution on Midway Corridor Task Force membership and voting privileges.
9. * Approve and authorize payment to BRW, Inc. in amount of \$22,793.28.

* Action is requested.

/-A

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC HEARING

DRAFT COMPREHENSIVE LIGHT RAIL TRANSIT PLAN

September 26th, 1989

Chairman Finley called the Public Hearing Meeting to order at 3:10 P.M. in the Large Conference Room of 316, Court House.

Members Present:

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

Also Present:

**Sign In
sheets are
attached.

Michele Timmons represented the County Attorney's Office
Frances Glendenning, Paul Gilliland, Rich Hadley, Tom
Dimond, Donn Dexter, Robert Clarkson, Mark Filipi, Rich
Hanson, Jim Walsh, Don Ahern, Jim Engelmann, Ben
Sebesta, Toni Baker, Dorothy Schonattu, Jill Goski, Kathy
DeSpiegelaere, Randy Resvold, Terry Schutten, Brian
Taylor

Chairman Finley called the Public Hearing Meeting to order, this meeting is being held pursuant to a resolution previously passed by this Board at the time the Public Forums were set up for the neighborhoods, it was decided that we would have a Public Hearing at the Court House. The Chairman called on Kathryn DeSpiegelaere to address the matter.

Ms. DeSpiegelaere said all have previously received copies of the plan, Draft Plan dated July 25th, and there is a comment period for this plan until October 12th. The hearing period will be open after the Public Hearing until October 25th, and written comments may be received up until that time.

Chairman Finley said today we are just going to hear testimony for the purpose of making a record, and responding to it at the time that we consider the Draft Plan. Chairman Finley then opened the Public Hearing, the first speaker is Paul Gilliland.

Mr. Gilliland said that he would not have many comments, he is going to have rather lengthy testimony in writing. There are three points on the report itself, and some comments on the Northeast Corridor section.

Mr. Gilliland is speaking representing the District 2 Community Council which is the area in the Northeastern corner of St. Paul, abutting the proposed Northeast Corridor, primary, or one of the lines on the BN alignment.

Mr. Gilliland wished to point out, as far as the report goes, there are three things that need to be looked at. The first one is that Portland had done such a good job with their one line, they are now into what you might call Preliminary Engineering on their second line, the west line. If we learn anything from that, we learn that LRT was not that accepted in Portland when it was being built, either by the residents who lived near it, some of whom doubt, some still don't accept it, and some are bothered by the noise, bells and whistles associated with it. But, nevertheless, the product has received tremendous acceptance by the community, it has found that it is not a commuter system, it is, in fact, a line to be used to get to places to shopping locations as well as to work. If we learn anything from that, it is to build one corridor and do it well. This is what they have done there, that is the challenge that faces Ramsey County in the Midway Corridor. It perhaps is the only one that will meet mental examination by the RTB, by the Metropolitan Council, and by eventual funders. The likelihood of our obtaining the \$860 million looked at in this report are very minimal, unless there is a tremendous change in Federal funding strategy in the next few years. For that reason, what we ought to be doing now, those of us who have worked on the Northeast Area Task Force and the major task force, and perhaps they did not stress enough is try to build Midway, and try to do a good job of it. He is not going to take a position, as obviously the Board does not have a position in which corridor, alignment should be built. Build Midway, do it well, if it works very well, maybe there will be some opportunities to build some other corridors, even Northeast.

Mr. Gilliland continued, as far as citizen participation, he referred to Page V of the main report, extensive citizen involvement is a little bit too broad, the Task Force had looked at that as well. Very early in the process he wrote a letter to Commissioner Finley, criticizing the selection process for the major Task Force, and that was because it talked about, and requested persons with significant background in transportation planning. That is not a citizen board, primarily, that is a board of experts or a board of quasi-experts. To look at across the board citizen participation and to say that your report had involvement is far from the truth. What happened is that you have some very well done processes of information, and for that you ought to be commended for an agency that has not a history as the County Board or the Rail Authority of dealing with a large number of community groups, you do not do this regularly, and you haven't the experience, he thinks that Kathy DeSpiegelaere and her staff have done very well in getting out to the community and explaining what is going on. He has been to some of those meetings.

Thirdly, on the report, there is some real evidence in here that whoever wrote some of this does not know the Twin Cities real well. There are some errors. Where is Best Inc. who is supposed to be a major trip generator in the Northeast Corridor, and yet 3-M is not listed. The Public Works Garages are not listed, there are some real major employers who are not, the Share Clinics are not listed. Unless this was written very hastily based on the ridership report, there are also errors in that the ridership seems to be taken only from selected bus lines. There was a look at the MTC existing routes, and not at projections which the MTC itself has for increased ridership and for increased ridership in corridors that they have identified as need areas for increased transit. This particularly is in the Southwest, when you get toward Eagan, the population shifts there tremendously. The fact that there are not major bus lines going out there is perhaps more of an indictment of the MTC than anything.

Mr. Gilliland said, shifting to the Northeast Corridor, he will only make one brief comment and that is the alignment, as we will see tomorrow in the City Council meeting, and we will see as time goes on, there is a better rationale before the Metropolitan Council for the City and County Parks Departments, whomever to acquire that land than there is for the Railroad Authority. The funding, strategy will be better, and he thinks also the strategy from the standpoint of the neighborhood will be better because if you are going to wait twenty or thirty years for the possibility of light rail to be developed, that is a long time to ask adjoining property owners to wait. In terms of the future of that land he thinks you have said as a Board, and have said in your resolution, to maintain the options in the future for LRT, and what they are saying is to maintain the options for the future of the neighborhoods that will adjoin it.

Mr. Gilliland thanked the Board, and he will have further comments in writing to come.

Chairman Finley thanked Mr. Gilliland.

Chairman Finley called on Rich Hadley representing the St. Paul Chamber of Commerce to present his comments.

Mr. Hadley feels that when you are talking about a sort of futuristic transportation system valued somewhere about a \$1 billion, he had hoped there would be a little more excitement in the air. He thinks this is not unlike a lot of other hearings on projects that some people sit and wonder whether we will ever get them done. Mr. Hadley thinks that this is one project with a lot of work, some of what has already gone into it, and with the demands that are going to be coming in the years ahead, that it will have to get done, and it will be done because it needs to benefit the community in a great many ways, some of what are identified in the Plan, some of which he will mention.

One of the valuable lessons we learned in developing this Comprehensive Plan was that unlike business and government going down their normal day to day roads, with their eyes firmly planted on the pavement in front of them trying to take the project at hand, we did have enough time on this plan development, even though it was, as we know, done quite quickly by comparisons to some other communities. To think about it, to study it, to do some planning, they even did some tours of communities, at least some people were able to do it, all that was done before we jumped on a vehicle and headed down the track. He feels good about that, the Chamber feels good about that. He thinks they owe some congratulations to all the Board and especially to their staff that you paused at the yellow lights, and then when you got through the intersection, and there was a clear strip ahead, you put the coal to the boiler, and we got going, we got to this point faster than a lot of people thought we would. He thinks that is good, but you did not sacrifice listening along the way, and in fact, having the Public Hearing is part of the listening that you are doing which he thinks is to your credit for all of you to listen at one time as opposed to through a series of public forums.

Mr. Hadley explained why the Chamber is involved, they have actually had some people question why the Chamber is involved in this, it has not particularly been their members, but he has heard some comments about who does the Chamber truly represent when it is speaking on behalf of the LRT issue. Why they are involved is pretty simple, first, transportation moves people to work, home and play, and business needs transportation for those reasons. It also affects the location decisions that business makes. As we look at economic growth of the Metro East area, we need to affect some business development decisions, frankly, they need to accelerate a good many. It also connects goods and services with customers, it connects raw materials with manufacturers and processors, and we need it for all those reasons. Light rail is not going to do everyone of these things, it probably will not connect a lot of raw materials with manufacturers and the processors in the traditional sense, but when you look at raw material being human resources, and connecting it to intelligent companies and high technology companies in the future, he thinks you can see that the analogy fits.

Mr. Hadley continued, transportation is also a business, shipping, warehousing, construction, signage, equipment, service and repair, and it is also jobs, and all we have to look at the freeway system this summer to see how many jobs they create. It is actually the freeway system itself that is the most compelling reason why we need light rail. If you haven't felt it up to this point, certainly the last several months with the congestion and observation of very costly repairs to widen the freeway system due to demand gives us a lot of support for looking at transportation for the future. The Chamber is involved in this issue because they understand those things, much as this Board does, and because they know that LRT has the potential to reduce traffic congestion, encourage some development, provide more cost effective transportation than other forms of transit, provide improved service to transit patrons, and reduce environmental impacts associated with our other transportation alternatives.

They have felt from the beginning, as the previous speaker said, that the Midway Corridor is the first corridor to develop, and having looked at the Portland system as he did, he would agree that doing that well is probably the critical fact in the future of LRT development in the Twin Cities.

The Chamber also urged you, early on, when they first got their feet wet on the issue, to develop a Comprehensive Plan that included the rest of the area, not just Ramsey County. He thinks you have done that well, the lines do look like that they run to the edge of the County, and maybe do not go anywhere else. But, in all of the meetings and all of the planning, they know you have involved Washington and Dakota Counties, and he believes that there is good consensus in the Metro East area on this issue, unlike what there has been on some other issues.

Mr. Hadley said at the beginning they pledged to work with you, and he thinks they have delivered on that. He knows this Board has delivered on their part of it. One comment he had about the six goals listed for LRT, the one comment first is that the Chamber is not just interested in the development goal, this came up in several meetings in which he participated, speakers saying that the only reason business is really concerned about LRT is that they see some kind of development oriented gain from it. Sure, there is very likely going to be some development-oriented gain, we saw that in Portland and also in Calgary, but that is not the only reason. The integration of the County LRT system

which is your first goal is called efficiency, reducing the need for roadway construction is called savings and that is cost to taxpayers, enhancing economic development is called investment, decreasing cost of transportation services for those with mobility needs is called access, and reducing environmental impacts is called sensitivity to the environment. Finally, promoting and financing and planning on a broad base funding basis to minimize the impacts on taxpayers is called wisdom.

The Chamber knows this plan was not created in a closet by a few people with good infrared lenses because they participated in a lot of meetings, inter-governmental committee representation, technical committee representation, public forums, presentations and meetings, they read the newsletters and press releases, and they did go on the tour. After the tour, they spoke to you and gave their thoughts. Many of those thoughts which were very similar to other people from RTB and the County were incorporated in this. They agree with the corridor designations, we know this is a 20 year plan, and so it is okay to have six corridors in the plan. They do not expect six corridors to be built in 20 years, they certainly do not expect to see them built in the first couple of years. They believe the Midway Corridor is the highest priority, and are anxious to see the engineering study completed on this, and the alignment resolved, and hopefully, the creative funding developed to get that corridor built.

Mr. Hadley continued, their view is further prioritization on the other five corridors at this time isn't really all that necessary because by 1992 or 1999, or whatever year anything could happen to change our view on what corridors should come first. For example, this is not fact, 3-M could decide in five years from now that they would be willing to pay half the development costs for a light rail line to their Maplewood Office Center because they need to access the Hmong population located in Ramsey County in St. Paul. There might be an opportunity for partnerships, and he does not mean to single out 3-M, nor does he anticipate they are going to do that frankly, but those types of things could happen. Likewise, it could be then the development of a new airport, if there is one, that we might change the Southern lines. Therefore, it would not make a lot of sense to say there is one priority over the other. But, at the time an airport would be built on its 50 year track, it might be wise to rethink our Southern alignments, and it also might free up some transportation funding from the Federal Government. For those reasons, he thinks it is okay to have five other corridors that are not priority planned.

On the matter of the Northeast Corridor, Mr. Hadley said they agree with the purchase of the BN right-of-way for at least LRT usage, not exclusively, but in joint usage with recreation is fine, and the purchase, while they view that the Rail Authority is probably in a good position to do that, he thinks that we are open to the fact that could be some other or joint purchasing. But, what we should insure is that we do not preclude transit on the Northeast Corridor in the BN right-of-way.

In regard to Downtown, he has written before on the Downtown, and since Mr. Hadley is going to send these comments in writing before October 12, he will not labor over the downtown issues because they spoke to quite a number of that, but they do have a downtown alignment map, and they did participate in that. They did recommend the addition of St. Peter, and they continue to be extremely interested in having business

involvement in any of the downtown planning. They have not spent a lot of time on trying to get what he would call grass roots downtown business involvement in that at this point because this Comprehensive Plan does not look at downtown in any real depth. Until you get to that point, the Chamber has always felt that there is no sense asking small retailers, services businesses or banks to come to the meetings and get all excited whether they are going to have their entrance or their curb cut reduced when it is ten years before anything is going to happen. When they get to that portion of really planning it, they will be working with you to get good strong participation.

The Chamber has been criticized about who do they represent downtown. He can only tell you that in this regard for light rail they involved the Downtown Council, the Convention Bureau, Lowertown D.C.D., all of the downtown organizations which they can't count on two hands in discussions about the downtown. He thinks there was general agreement, as he recalls, on the addition of St. Peter and the other kind of planning consideration which were pretty straightforward. It is fairly representative, and they will make it more representative as they go along. They agree with the operation of the system by Metropolitan Council, and they saw the wisdom of the governmental entities joining together through their tour of the other communities with LRT.

Finally, on finance, they did a little polling inside on ways to finance LRT, and the most support was for metropolitan sales tax or motor vehicle tax of an excise or gas tax nature, but not on registration fees. There was little or no support for property tax which they agree with this Board on, nor income tax, nor hotel taxes which are user taxes on visitors and already have a marketing purpose associated, and they do not favor a payroll tax.

The plan says, what are the next steps, Mr. Hadley said they are glad that Chairman Finley is on the RTB, they know that the next steps involve the RTB coming to the Legislature in January, with a conceptual or a communication plan, and then later in the year with a Comprehensive Plan for the metropolitan area. They know these will be two important legislative sessions in 90 and 91 on LRT, and they would like to work with you on it.

Mr. Hadley, in closing, said they have tried to be a partner with Ramsey County on the LRT from a business viewpoint, they want to continue to do that, and they look to the Board for some guidance as to what the next steps ought to be for the Chamber.

Chairman Finley, on behalf of the Board, thanked Richard Hadley for his comments.

Chairman Finley called on Tom Dimond, Member of the St. Paul City Council, to present his views.

Tom Dimond wished to state that he was not speaking for the City Council, but as a Councilmember who represents part of the area that would be impacted. Hopefully, Board members have all received the letter he sent them recently regarding the concern about property taxes. To clarify the letter, number in the letter are only ball park figures, as we do not know some of the costs, and all that, but only to give you an

idea, a sense as to what we are talking about, and the kind of impacts that are involved.

One of the concerns in looking at this plan raises right off the bat, the Northeast Corridor, and one of the questions is the alignments coming out of downtown St. Paul, coming out of Lowertown, and heading up Swede Hollow. Though he certainly admittedly has not done any engineering on that, knowing the alignments that are currently in there, I-94, Swede Hollow railroad tunnel, railroad tracks of BN and Chicago Northwestern, Soo Line, and their ECBD which are going through there, it is hard to comprehend with the different levels of elevation and with the restrictions of the tunnels, and that, that anything could be built through there without total tunneling of the operation, and you have some pretty significant grade changes through there. He questions that this has really been looked at very far which could have very severe impact on the cost and construction of that corridor and the viability of that right-of-way.

Mr. Dimond added a comment, he questioned running this up through this corridor, when also on the Eastern alignment, if you look at the proposal, to go out to 3-M, there are several different alignments within that corridor, but one of the alignments that is shown as a possibility is East Seventh, going out Seventh, and then Minnehaha. If you were to build that you would then have two alignments running at great expense crisscrossing each other, a couple blocks apart from each other. Whether that would make any sense, and whether the question of the Eastern alignment exiting downtown, and the Near East Side alignment, whether those should be coordinated in the planning with the Northeast Corridor. He does not know the answer to that, but he thinks that is something that we certainly ought to be looking at.

Another major concern and question is the issue of right-of-way preservation. He certainly understands your interest in having the right-of-way preservation, but the question that arises is that since there is no alignment chosen, just a corridor chosen, and since we do not know at this time whether any of those alignments that are even on paper would be even one of the ones, or would there be something else. Why the Rail Authority would go about acquiring a right-of-way for an alignment that is unknown, especially when that right-of-way is not threatened to be lost to the public. Particularly, when we have another governmental body who is ready and willing to acquire that right-of-way, and has committed to hold that right-of-way open for LRT. You have to wonder why that would be approached. With that, instead, if for some reason that we can't come to an understanding on that, which he would hope that we could, he would like the Board to consider some of the things that he thinks are important to the City, and maybe this is an avenue for us to pursue, and that is in the City planning, and some of these are plans that are already in place, and some of pieces of the plan that they are developing, is that the City has already committed to about 1/2 million dollars in extensions to the I-94 bridges to accommodate the trail which they were in the process of purchasing. If the County is to purchase that property, would the County agree to assume that liability of that \$500,000 that would otherwise be put on to the burden of the City property taxpayers. If the County is going to acquire the right-of-way, part of the right-of-way is just not the BN Corridor, but there are parcels of land that are important to the park system that adjoin that, and would be at least potentially eligible for acquisition through Metro Parks System, but would not

be eligible if we did not own the corridor. So, the question is, would the County then commit to acquiring the parcels, the property which would hook up Mounds Park to the system, the River Corridor property which hooks up to the Riverfront Development. The lower Swede Hollow property at Payne and Seventh hooks up Swede Hollow to Seventh Street. Wells Park area which is the area proposed along Wells between Payne and Arcade, the Duluth - Case area which hooks up to the Park and the Parkway to the system, and the area which encompasses some wetlands which are important to the City. These are important considerations that if the County is going to be the entity to acquire that property, that for the City to complete its planning and to integrate its parks and to hook up this trail to the City's park system, it would be very important to consider those.

Also, on the plan, it would be very important if they could get a commitment from the County that the trail be implemented, and implemented immediately. One of the worst things that could happen is to have a corridor acquired in the neighborhood, and to have that as an overgrown, undeveloped blight, and a policing problem for the community. We need to get it on line, improved, accessible and an asset to the community as soon as possible, so this is another thing that we need to look at.

Another point, Mr. Dimond mentioned, that would be helpful to look at is that even though there may be potential use for light rail at some future point in time, and it is a real question mark whether that is five, ten or fifteen years, or fifty years out there, but that we develop the whole corridor, the whole right-of-way for parks and trail upfront, and if at a future point in time, it is determined that this is the alignment to use, and it becomes a viable alignment that we then develop that. It is important that we not have a section of that left undeveloped for an extended period of time, and also restricting access, that you would not have access to both sides from both sides of the corridor.

These are avenues that we need to address before we move too far down this road. He would think when we address those questions, that it would seem natural that it would seem that the City would be the proper body to implement that because it integrates the City's parks and hooks up with the City park system. He thinks that would be the conclusion that we would come to. But, if that is not the conclusion, so be it, but he would ask you strongly to look at all those different pieces and to make sure that we fit those together in the plan.

Another point, Mr. Dimond wished to wrap up with, as he has heard stated many times from the Rail Authority, and he believes that you would like to go ahead with that, and he thinks it is very much the City's interest, and that is the property tax issue. The City residents and Ramsey County residents are the same people, it is the same wallet that the money comes out of, and so if it is a property tax levy at the County level, it still comes back to the City. With the City's proposal on the acquisition it would be 100% refundable or eligible for funding from the State, so there would be no property tax burden. If it is acquired through the RRA, half of it is eligible, and the other half is a question mark as to how local or some other form of funding would come, whether it be property tax or otherwise. There are also question marks as to what would be the eligibility of development funds if it is not part of the Metropolitan Parks and Open Space System. That is another question you have to

answer is, which way can we acquire this to insure that there is not a property tax levy or some other local levy.

Chairman Finley asked if there was anyone else who would like to be heard on the Comprehensive Plan. If not, the Public Hearing will be closed, comments will remain open until October 12 to be incorporated in the plan.

Chairman Finley informed the speakers that they should feel free to submit their comments in writing as well, as they made some very good points, and these should be attached as an appendix to the public comments.

Chairman Finley declared the meeting adjourned.

Public Hearing
Ramsey County Courthouse, Room 316
September 26, 1989 3:00 P.M.

IF YOU WISH TO SPEAK AT TODAY'S PUBLIC HEARING, PLEASE SIGN BELOW:

[illegible]

SIGN-IN SHEET

Public Hearing
 Ramsey County Courthouse, Room 316
 September 26, 1989 3:00 P.M.

NAME	REPRESENTING	ADDRESS	ZIP
Paul Githler	DZ Comm. Council	1409 McAfee	55106
Nona Dexter		1627 Minnesota	55104
Robert Clarkson	Self	1370 West Belmont Lane	55113
Mark Filipe	St. Paul P.D.	2510 4th St	55102
Rich Hanson	citizen	34 Front	55117
Rich Hedley	Saint Paul Chamber	445 Minnesota	55101
Don Walsh	Star Tribune		
Don Ahern	PPD		
Jim Engstrom	NSP Co.	825 Rice St.	55126
Ben Sebesta	Self	1795 Dayton Av	55104
Toni Baker	Commissioner Schake		
Dorothy Schmatte	in loco	2236 Lower Afton Rd -	55119
Jim Aski	RCRRA		
Kathy Hespighe	RCRRA		
Randy Rosvold			
Terry Schatten			

942

REPRESENTING

ZIP

NAME Brian Taylor

ADDRESS 1631 Charles Ave #201 55104

1-B

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 24, 1989

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held October 24, 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 (entered during Item 2)
Commissioner Duane McCarty (entered during Item 5)

Also present: James Van Houdt, Ed Glaubitz, Jill Goski, James Tolaas, Karen Terro, Dick Wolsfeld, James Walsh, Patrick O'Malley, Terry Schutten, Terry Lindeke, Kathryn DeSpiegelaere, David MacMillan represented the County Attorney's Office, Frances Glendenning

1. Minutes - of the October 10, 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 of the Ramsey County Regional Railroad Authority held on October, 1989, as written.

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

2. Chairman's Comments

Chairman Finley said that we had closed out the Comprehensive Plan Comment Period last week, and essentially he had given the City of St. Paul an extension because they were dealing with the NE Corridor issue at the same time. He had hoped to get these two matters to the City Council at the same time, which is a very formidable task to get things that are inconsistent with each being voted upon at the same time. Finally, after some continuances at the Committee and Council level, these both came up at the same time, and the City approved two things, they adopted the comments that had been made by the Planning Commission, and they passed as part of a resolution that they supported the immediate acquisition of the NE Burlington Northern Corridor right-of-way from the easterly edge of downtown St. Paul to the Northern Ramsey County Line by the RRA. The caveat that was placed upon it was that if we drag our feet in the proceedings for negotiation that they would be able to step in and get into the negotiation

process for the are from downtown St. Paul to Larpenteur Avenue. They had also urged that we initiate immediate studies for that NE Corridor to see whether or not that alignment would be proper for LRT, or what other possible alignments within that corridor between 61 and 35, which he believes this Board will probably be addressing at budget time for the RRA, and also as a part of the grant process.

Kathy DeSpiegelaere informed the Board that there have been discussions on the staff level regarding the grant process, but there is nothing definite yet, one subject of discussion is that it may be possible for us to apply for amounts of funds to do the NE Corridor study. When our application originally went in, it was due in late September, Mn/DOT had indicated that we could not apply for any corridors other than the Midway because our Comprehensive Plan was not completed. This is done in draft form, but this has not been formally adopted as yet. So, that is why they did not they did not apply at that time, but they may be willing to modify that somewhat.

Chairman Finley feels that it would be wise to get that behind us. We are in negotiations for options on that property, and David MacMillan has been handling this matter. There has been a draft, and there have been some modifications, and they are continuing further with the option to purchase the land, this is the entire length, all the way to the North County line.

Mr. MacMillan informed the Board that there is one exception, that is one area which the Railroad has spun off to its real estate company, Glacier Park. The corridor itself is under negotiation, but they have not had any direct negotiations with Glacier.

Chairman Finley added that the City itself, until Thursday, had been pushing to negotiate on the line.

Commissioner Hunt wished to comment that she had attended the City Council Meeting with Chairman Finley, and Chairman Finley did an excellent job of stating the case for the City Council, but it took a while, over an hour, to raise all the questions, and hear all the arguments from Tom Dimond, but she thought it was good how they resolved it because Councilperson Wilson and Council Pres. Schiebel both played a key role in attempting to work out amendments to the Mayor's resolution that finally made it acceptable to all the members of the City Council. it did pass on a 7 to 0 vote.

Chairman Finley added, it appeared that Councilperson Dimond thought they were still acquiring it, but he did vote for it. The great majority of the Council very much supported our proceeding in the manner which we were going from the inception, and this was finally resolved.

Chairman Finley said that the Advisory Committee for LRT is meeting, and the RTB is meeting jointly with them to look at the development and the financial part of it. The Financial Forum last week which Commissioners Hunt, Salverda

and McCarty attended, which he thought was very good and very well-attended.

3. Ratify Partial Payment No. 10 to Strgar-Roscoe-Fausch, Inc. in the amount of \$2,029.36.

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

Whereas, The Ramsey County Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, inc. for the purpose 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-88-02, 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. 10 in the amount of \$2,029.36 is in accordance with governing contract provisions and payment in that amount is hereby ratified.

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

4. Quarterly Report of Payments for RCRRA - Period of July - September, 1989.

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

Whereas, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July through September, 1989, and a record of these disbursements is attached, and made a part of the record; Now, Therefore, Be It

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

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

5. LRT Financing Forum Summary

Chairman Finley suggested if the Board members have not had an opportunity to review this Forum Summary, that this be kept and reviewed at your leisure, as it does show is that property tax has not been a major player in the acquisition and the capital costs for LRT throughout North America. One place where property tax has been used was sort of an interim type of a use. This would remind you similarly if building a home, go out get your construction financing, then a new source provides the permanent financing, and that is the way they did it where the construction was paid for because the property tax was available, and they used it for capital outlay, and then a sales tax and other sources of taxes were used to pay off the construction bonds. That was the continuing source that was used.

It shows that there has been a mix of State and Federal as well as local initiative in all of the cities where they have constructed light rail. One other thing that was clear, that it was that they encourage that whatever you have, use, to start moving ahead, keep moving ahead if you really are intent on building a system. At the present time that is all we have, but that does not mean that is the only direction that we can go, but we should continue to proceed with the use of some property taxes. This brings up a point that he was very surprised at following a Forum he was at, the RTB Annual Transit Conference, and at which he made a presentation of Ramsey's plan. At that time we were talking about where we all are, Hennepin, Anoka, Ramsey County and the Advisory Committee and the RTB's role. Here again, the sources of revenue were discussed. There is a perception that we have not levied any property taxes, and that we are against property tax. This he heard from Anoka and Hennepin. On a percentage basis of what we are authorized to do, and what we have done, probably have levied as much or more than the others in relationship on an annual basis since we got into this. The perception that we are against the property taxes is getting spread around, which makes us look it is being perceived negatively that we are against LRT. That perception has to change, as we have done as much as any of the counties in relationship to our capacity. This message has to be clear, and he plans to make this message very clear tomorrow at the Joint Meeting, so that there is no misunderstanding of where we have been in the process, as we have levied a significant amount for the short period of time that we have been involved in LRT.

Commissioner McCarty entered the meeting during the discussion of this matter.

Commissioner Salverda commented he does not think it is wise to let everyone that we are solidly behind the property tax, as we are on record as saying that we do not want it, so this is a delicate line.

Chairman Finley agrees that we have done what we needed to do, we have been consistent, to continue our process and our schedule that we feel is the most prudent schedule to follow. We have always done our share, we have probably done it faster, when you think of where we were and where we have come to, we have done it faster than any other county in the area for the comprehensiveness of our plan, especially.

Commissioner Schaber would like to get that figure, when you look at the maps and see our planning as compared to the total five counties, at what ours is going to be, at what Anoka's plan is, he feels that we have done a very thorough and comprehensive job.

Commissioner Ahrens wished to say that Ms. DeSpiegelaere has provided some excellent material from the Funding session. One of the reasons she was not able to attend the Forum was that she had a previous commitment which she could not break. Commissioner Ahrens referred to Page 5 of the documentation under the Federal Funding Grant, it appears that all three major counties have indicated their support of federal funding, however, when the information comes along, and we find how long it takes to go that route, we may be modifying that. It is important that we remember that we do need some financial analysis to benefit the going Federal funding, and we may change our minds on that.

Chairman Finley reiterated that the information furnished should be kept as this is an excellent reference.

6. Authorize Chairman of RCRRA to sign letter to UMTA.

Chairman Finley said, if the Board will remember, this matter was before this Board, and we had some concerns, requesting certain information from Ms. DeSpiegelaere, which she has addressed in her memo of October 18th.

Ms. DeSpiegelaere addressed the Board, the four concerns are listed on Page 2 of the documentation are 1-Where does Hennepin County Regional Railroad Authority plan to use \$24 million in federal funds and for what purpose? 2-Will HCRRA prepare a federal 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, yard, 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? In particular, what does inflation do to that since it takes longer to follow the Federal process?

The first question the memo deals with is Hennepin County's Federal Grant application, this information was put together with the assistance of Dick Wolsfeld and she has also had conversations with Ken Stevens from MCRRA. Hennepin County's original grant application was for \$100 million in 1988, it was for 44 LRT vehicles and a maintenance yard and shop, it was 25% of the cost of their Phase I LRT System. She distributed a map showing what that is, which is from their Comprehensive Plan.

Ms. DeSpiegelaere continued, after Hennepin's application was made, last winter people from UMTA indicated that they would not any longer entertain the \$100 million dollar request, but they wanted it scaled back to a \$24 million request. So, Hennepin revised this application, and submitted one for the University Connector, which the portion of the Midway that goes from downtown Minneapolis to Oak and Washington. This application was mailed on March 1st. The response they received was that the \$24 million would be granted if legal EIS environmental and cost effectiveness criteria were met. They also specified that this would be the only Federal grant that Hennepin could receive on its 29 mile system, so it would not be eligible for any other Federal funding if they accepted the \$24 million. As this system is approximately \$500 million in cost, this would be a 5% Federal match.

Commissioner Hunt asked under what program did they make this decision, as this does not seem to be any of the other programs that are currently in effect. Ms. DeSpiegelaere said this program does meet any of the traditional or overmatch criteria, it simply was an agreement worked out at the level of the Administrator of UMTA and it does not follow any of the usual guidelines or cost participation rules that you would expect.

Ms. DeSpiegelaere said when the UMTA staff was here in September to meet with us, they said it would be possible for Hennepin County to apply for use of the \$24 million in funding on the Hiawatha Corridor, rather than on the University Connector. At this time these funds are not being considered for maintenance facility. Staff at Hennepin County tells her the reason they are not, as UMTA has now said that they need a cost effectiveness criteria, and if the maintenance facility was added into the application, it would no longer meet the cost effectiveness criteria adequately, so it has to be on the light rail facility itself, rather than the maintenance facility. They have not yet submitted a revised grant application so the \$24 million is still on the table at this time.

The second question asked had to do with the Federal EIS for the University Connector, and Ms. DeSpiegelaere said because Hennepin County would not be eligible for Federal funds on any other portion of its 29 mile system, they would not need to do a Federal EIS on the University Connector if they decide to use those funds on the Hiawatha Corridor. At this time, from a staff level, they have indicated that they would be reluctant to complete a Federal EIS for their system in connection with our system.

Commissioner Schaber said the question was that if we do it, would it have to be done for the entire line if we are going to apply for Federal dollars. Ms. DeSpiegelaere responded that originally the UMTA staff had indicated that we should be considering this, but when they were here last they did not seem to see that it would be an overwhelming problem if it was done only for the Midway Corridor to Oak and Washington. However, having dealt with UMTA in the past, she knows that is something that one would certainly want to get in writing before making a judgment that that was the way to proceed. We only have a verbal statement at this time.

Hennepin County does plan to issue an EIS for the state for the University Connector in a few weeks. One of the things that has been brought to Ms. DeSpiegelaere's attention is that Hennepin County is now proposing to locate LRT on Washington Avenue. The proposals would remove automobile traffic from that street, that would mean that another location would have to be found for those automobiles. The proposal has been to work with the Mn/DOT to accommodate those vehicles, and Hennepin County indicates that it may not be possible for them to start construction of LRT in the University Connector until 1994 when Mn/DOT has completed its work on 94. The I-94 plans have been on hold because of lack of funding. She contacted the Project Manager who was not available, but the office indicated that the corridor between the two downtowns is scheduled for anywhere from 1991 to 1994, so they were not at all specific.

The \$100 million bonding bill was another concer of this Board. This had been introduced last year at one of the last days of the session. When this was introduced last year, it specified that the \$100 million would be used for LRT construction between the two downtowns. She has heard that some other parts of the regional area, besides the Midway Corridor, were interested in having those funds, so it might be broadened to include other areas. Her memo indicates that perhaps Commissioners Hunt and Finley would like to inform the Board what they have found on this issue.

Chairman Finley said they had a meeting with some of the players regarding the fact that those of us in the East Metro area that the Midway Corridor would be built first, and that those funds not go to any other county other than the joint use with ourselves. We have the support of people at the Legislature who have been integrally involved in LRT funding. The joint use of those funds by Hennepin and Ramsey County on the Midway Corridor may come to pass, with possibly an extension for Anoka County. This \$100 million is not going to do the job in any of the corridors, so it is going to have to be a local match, local metropolitan, but there has to be additional funds to match the \$100 million to complete any type of corridor.

Chairman Finley continued, he thinks that Hennepin County has had some meetings with some people that he thinks they understand we very much want the Midway Corridor to be the first corridor built, and if the Federal funds are to be utilized somewhere other than this corridor, this will have to be a separate issue, as we are still going to have some kind of a connection to the first built line in order to be used by the whole system. Hennepin County has proceed with acquisition of some yards and shops with their own funds as Federal funds are not eligible for that acquisition.

Dick Wolsfeld, BRW, Inc., explained that Hennepin County is proceeding, it is a railroad acquisition so there has been no money exchanged. Negotiations did not work, so they are now in the process of condemnation.

Ms. DeSpiegelaere discussed the length of time for the Federal process related to cost. We know it takes longer for the Federal process, that cost can impact construction, it also takes more in consultant fees than staff requirements.

Dick Wolsfeld commented that it is very difficult to project what inflation is going to be four to five years from now, and probably equally difficult as to what kind of Federal participation you could end up with. It may be probably something less than 30%. They have prepared a table which is in the documentation, and he discussed what the table shows, you could encounter five years of delay from the Federal Government, and you would break even. So, anything less than five years would be advantageous. If it would take longer than five years, you would intend to lose. He then referred to Page 8 of the documentation, and discussed what the net effective grant would be.

Ms. DeSpiegelaere said there is indicated that the cost of traffic systems has increased slightly faster than inflation in recent years. At the conference on financing, they were given to understand that there are uncertainties with the new Federal process, it has recently been issued this overmatch process, and there is some concern about exactly what will occur in terms of expedited reviews to make this a process that occurs more rapidly than it has in the past.

The Surface Transportation Act that provides funding for rail systems will expire in 1991, there is a possibility that block grants will be the method of distribution, and that could change the picture from what we know it to be now. It is possible that there would be more local and regional control of the Federal Transportation Funds. If, however, a Federal EIS is not the process that we follow, we would not be eligible for transportation funds at that time.

Ms. DeSpiegelaere discussed maximizing a Federal contribution to LRT in this region which is desirable, and also that the delaying a decision to use the Federal process will delay the Midway Corridor project. There is a point in time at which the Board has to decide whether we follow the Federal process, or whether we should proceed with the State process.

Ms. DeSpiegelaere explained the letter in the documentation which would authorize Chairman Finley to sign a letter to UMTA about the Federal process, the purpose of the letter is to ask their agreement for designation of the Midway Corridor between and Downtown and East Bank of the University as an overmatch corridor, and also to ask for the same agreement for the NE Corridor in Hennepin and Anoka Counties. If you decide not to follow the Federal process, another action that the Board could take is to request staff to begin begin the State's rather than the Federal EIS process.

Commissioner Salverda commented that it does not sound as if staff is too excited about Federal funding, Federal dollars are being crunched, and he personally does not see since in going with the Federal. He asked what the staff recommendation is, and Ms. DeSpiegelaere said there has been none.

Commissioner Hunt had at an earlier meeting suggested that both Ramsey and Hennepin should be following the same process for the EIS, and if Hennepin is following the State process, then she thinks that we should follow the State Process. From information given, it does not appear that it will cost us any more to follow the State, and it will not be quite as cumbersome.

Chairman Finley asked Dick Wolsfeld for a statement. Mr. Wolsfeld said there is first, if you believe that in 1991 the Surface Transportation Act is not going to change, and you are going to have to continue through the entire UMTA process to get any capital grant, it is next to marginal in terms of going for it. On the other hand, when you read the trade journals, the thought process going into that new Surface Transportation Act, almost everyone of the thrusts of the groups is to give more freedom as to how you expend the Federal funds, and to give that freedom to the local units of government. Most people think there will be certain dollars, not all the Federal dollars, but these will come to the state or region, and then the transportation planning process in the region will decide how to spend the money.

Mr. Wolsfeld said the fear is that if you want to get a Federal grant, you have to follow UMTA's game now, there is no other way you can do it. Then in 1991 if the law changes, and you are well into the Midway Corridor, and you have your State EIS done, and now there may be more money available of Federal Funds, but you have to do a Federal EIS. Maybe you will say that you should have expended a little more effort and gone through Federal EIS. There is risk, you have to take risks.

Chairman Finley asked what effect would there be if we do the Federal process, Mr. Wolsfeld said he thinks you should start the process. You can always stop it, as maybe they are not doing what they said they were going to do. There are certain implications of starting and stopping, in terms of not proceeding with the Federal funding. However, you may have the problem of severe funding shortages.

Chairman Finley said our interest in this letter boils down to the Midway Corridor, and if the University Connector is not going to be subject to an EIS and also, there is a possibility that they are not going to be able to construct that because of Mn/DOT's proceeding with their plans, where does the Midway Corridor fit at all.

Mr. Wolsfeld explained that if LRT is located on Washington Avenue, additional capacity has to be provided, and you close it to traffic to replace that, and this means that 55% of the traffic will go down to I-94, which means that you have to implement Mn/DOT's program before you can close Washington Avenue, that is a problem with Hennepin County, not a problem in Ramsey County, but it has a severe impact on the rest of the line. You do not build the line and stop at Oak and Washington, you want to make the connection to downtown. If all these things do not happen until 92, 93, or 94, you might not be able to start the construction until that time.

Chairman Finley added, if that is so, then there is not going to be any LRT in the Twin City area until then because of the Highway Department's proceedings, jeopardizing the connections. It becomes a regional problem, and a state-wide problem, then maybe we should go through the Federal process if we can't construct.

Mr. Wolsfeld suggested if the County went to Mn/DOT and said of the I-94 Mn/DOT project, could they do the bridge over the river first out of all the things that you do so that we could get that additional capacity. They may or may not be able to do this.

Commissioner Schaber feels that after hearing the information presented, we do not know today what Hennepin County is going to do, the EIS is questioned, he would like to know if we did a Federal EIS, how much are we talking about in terms of ollars.

Ms. DeSpiegelaere referred the Board to Page 8, if you do a Federal EIS, you also are required to do an Alternatives Analysis, which is not a requirement for the State process. This analysis looks at different modes of transportation, such as busways, accelerated bus system. Under the consultant cost it was a 30% overmatch, it would be \$250,000 plus or minus \$100,000, incremental staff efforts would be 20 to 30% more to do the Federal. Mr. Wolsfeld said that as a percent of the total it would drop down, as the tasks that you do are the same, the incremental and coordination effort and review, when you are doing preliminary and final engineering, it is the same work, there are not any additional tasks, where in this area there is a significant work element.

Commissioner Hunt reviewed how we got to this point, the picture has changed significantly since the time of the Legislature, legislators are concerned about the changes, as they had hoped the legislation would bring about coordination, and she feels that we should be referring this to the RTB as to how we are going to bring about coordination, as that is the group that was established to bring about coordination and bring some recommendations.

Chairman Finley mentioned that the letter calls for the signatures of the RRA Chairmen, and if this is approved by each of the bodies, this should show that there is coordinated effort. The RTB has not considered this proposed letter at this time. He feels that the joint meeting of the RTB and Advisory Committee would be a very appropriate time to discuss the implications of this letter, and the background of how or where we will be, the totality of things, if we have certain "givens", being problems with the Connector with or without, there are certain things that go beyond the letter that have nothing to do with UMTA that could very much affect the timetable of LRT in the metropolitan area, this has to do with the State, the Connector, whether or not the seven-county metropolitan area and the Advisory Committee and the RTB feel that the Midway Corridor should be the priority corridor for construction. The issue of I-94 and the Connector has overridden all the other problems.

Commissioner Ahrens feels that it is important that meetings be held with some of the members of our delegation, as there were comments made they feel that we should go with Federal funds, they need to understand what the picture is, and that the Legislature be able to do something about the priorities at Mn/DOT.

Chairman Finley feels that a strong joint resolution by the LRT Advisory Committee joined in the RTB should come about as that is why the whole system was set up for. We are at that point now, a resolution has to be made of some of these issues before you can properly do what the Legislature intended, which is a development plan. It does not do any good to take this plan, and set a development plan on priorities if you can't follow the priorities because Mn/DOT is tearing up roads, bridges that prevent it from being done, so we have all wasted all kinds of time and money without having the real issues resolved.

Commissioner Schaber reiterated previous statements he has made at the Board meetings, that if we do not get this coordination to some higher authority it is not going to work as you have to have Mn/DOT, MTC, and the counties all working together. The hope of coordination is not there when you have one of the players, Mn/DOT, not being a part of the total transportation system.

Commissioner Norgard said he would move a recommendation for Chairman Finley to sign the letter, pending the outcome of the meeting tomorrow, and Commissioner Schaber said he would second this if it will help the coordination.

Chairman Finley feels that there should be a joint letter, but there are a few things in the letter that need to be clarified if we are going to send it, which may be possible after tomorrow's Joint Meeting with the RTB. If we are not going on it in a cooperative vein, we should not be doing this.

Commissioner Ahrens raised some questions, where is the maintenance facility, if we do not have one, and we are not doing to build a connector to get to Hennepin County's maintenance facility, why would they give us the Federal money. The other question is if Hennepin County accepts the \$24 million, will they exclude them from applying for any other Federal money. Chairman Finley discussed the Hiawatha Corridor which could have been connected to the Midway Corridor Connector without going through the City of Minneapolis. His concern is that by taking \$24 million, matching that with \$75 million of Hennepin local funds, adding \$139 million to get to downtown Minneapolis with the tunnel, to connect to \$150 million Midway Corridor, it is his concern that the \$24 million is necessitating all those additional expenditures, to get to a segment which we can actually operate.

Commissioner McCarty would like to know if we have contacted our lobbyists in Washington on the issue of Federal funding. Chairman Finley replied that it is very clear that whatever is going to happen in Washington is going to be very political, as well as administrative. Commissioner McCarty added that there has only been one change in the last five years and that is that the Federal new construction program is winding down, and with the amounts that are available now there may be some redirection of funding, this is not a transportation fund, it is a trust fund and we are using that to balance the budget. Until that changes, he does not know if it is worth the effort to apply for Federal funds.

Commissioner Hunt would like a list of the questions and concerns we have to take to the Advisory Committee tomorrow.

Chairman Finley asked if the Board wished to vote on the motion, or should we hold off.

Commissioner Schaber feels we should hold off as it is premature, and Commissioner Norgard agreed that no vote be taken at this time.

Chairman Finley would like to continue this meeting until Monday, October 30, when this Board meets in a Work Session, for the full purpose of possibly passing upon the letter so that we do not have problems on the open meeting. Then, we would not have to wait two weeks to address this issue again.

Chairman Finley asked that this Board Meeting be recessed until 10:00 A.M. Monday, October 30, 1989, and bring back the information from members who are not on the Advisory Committee.

Chairman Finley declared this meeting of October 24, 1989, to be recessed at this time, to be reconvened at 10:00 A.M. on October 30, 1989.

Commissioner Norgard moved the recommendation for recessing, and reconvening this meeting until October 30, 1989, this was seconded by Commissioner Schaber.

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

The Regional Railroad Authority Board Meeting was reconvened on Monday, October 30, 1989, at 10:00 A.M. in the Hill Room of the Saint Paul Hotel.

Members of the Board present were Chairman Finley, Commissioners Ahrens, Hunt, Salverda, Schaber, Norgard, and Commissioner McCarty who entered during the continued discussion of Item 6.

Also present were David MacMillan who represented the County Attorney's Office, Kathryn DeSpiegelaere, Jill Goski, James Tolaas, Terry Schutten, Terry Lindeke, Frances Glendenning, Ed Glaubitz, Don Ahern, Ferroll Robinson, Peter Fausch

Chairman Finley informed the Board that he attended the Joint Advisory Committee Meeting and RTB Board, and Anoka County raised the issue that we sign the letter. He explained that we had delayed action until October 30th, and that there were some changes needed if Ramsey County were to sign it. This was not well received.

Commissioner Hunt said that Chairman Finley did an excellent job in stating our case.

Chairman Finley said that Commissioner McCarron was not pleased that the letter, has not been signed, nor is his staff. Ms. DeSpiegelaere has made some suggestions and Chairman Finley asked that she pass out the proposed resolutions.

Commissioner Hunt wished to let the Board know that we have a mixed view on the delegation, there is a mixed overview, the majority wants it so that we could get something going in the Midway Corridor. Then, we have Steve Novak on the other hand who is a major player in the legislation that we are dealing with, and he is very concerned about us getting Federal funds. So that we do not irritate Steve Novak should Chairman Finley talk to him before we make a final decision, if we decide not to go the Federal route, then we should apprise him very clearly as to why, if we do go the Federal route, then we should have some good arguments as to why it may take longer to get something going in the Midway Corridor.

Chairman Finley has spoken to Steve Novak, and he would like to see us to get Federal funds, but he thinks his position is that let's not jeopardize and get into a squabble over the use of the potential existing funds that Hennepin County has, he wants those funds used, and is feeling is that those funds should be accepted. He does not appear to be as dogmatic on the future Federal funds as much as he is that those Federal funds should not be jeopardized by saying they have to be used in Midway Corridor. Chairman Finley agrees that the majority certainly seems to feel that we should get moving with or without Federal funds. What Ms. DeSpiegelaere is suggesting is that we get a commitment that Midway Corridor will be the first one built, if we get signatures from the other counties, regardless of the timetable.

Commissioner Ahrens thinks that the data that we are going to be getting, is going to be clear that the Central Corridor is the first corridor, and she does not think we need to get this kind of agreement, if we get into this business of going the Federal route, we are going to tie in the whole process. It will be very difficult once you have expended all this money, and then you want to get out of the Federal process. She is opposed to going the Federal route.

Chairman Finley asked who drafted this suggested letter, and Ms. DeSpiegelaere said that BRW did this.

Commissioner Schaber would like to be refreshed on the payback, as this kind of a transportation system is going to have to be federally funded to some degree.

Chairman Finley referred to Item 6, Page 5, which shows the percentage of Federal participation, the years to break even with the Federal grant, in five years it would be a "wash". Commissioner Schaber says we cannot guarantee that.

Commissioner Hunt said it appears that BRW presented the best case scenario at five years, and that is what we were going on.

Ms. DeSpiegelaere pointed out the options that the Board is facing to follow the State EIS or Federal Process which would include an Alternatives Analysis, a Draft EIS or to follow the State process. If you go ahead with the State process, back up and do the Federal process, that is what San Diego has done. They were in preliminary engineering and then went back and did an Alternative Analysis, so that they would be eligible for Federal funds. It is not ideal by any means, but in order to get Federal money, they were required to do that. We are at a point where we need to decide if we should follow the State EIS process, or begin the Federal Alternatives Analysis process. It would be nice if we could wait until two years from now to know what happened with the new Surface Transportation Act, but we do not have the luxury of doing that if you want to progress on LRT. What we do know is that at this time there are \$400 million in funds that are given away annually, and there are \$28 billion in requests for rail process. In September the person from Washington said he thinks the Federal dollars will not increase for rail projects. There are other areas in the country where there is heavy political pressure.

Ms. DeSpiegelaere agrees with Commissioner Ahrens that it would be extremely difficult to pull out of the process once you are in it. A member of the National Committee did say that it would be advantageous for Commissioners to speak with Congressmen about intensifying the procedures, but at this point there is no guarantee that that will be done. We do know that all funds for rail projects are earmarked by Congress.

Ms. DeSpiegelaere prepared a Timeline for Midway Corridor Light Rail Transit Environmental Impact Statement Work, and she distributed this to the Board, this is the first stage for the Midway Corridor. She explained that an EIS for the State is required whether or not we do the Federal process.

The Federal Process is something that would have to be negotiated with UMTA, because we have three alignments, and this would be extremely unwieldy to issue through their process. When UMTA reviews the report, it must go through both the Chicago and Washington Offices. Ms. DeSpiegelaere then discussed the additional costs which could be 20 to 30% for the period.

Commissioner Hunt reiterated that she feels the entire line between downtown St. Paul and downtown Minneapolis should be done under the same EIS, there are some benefits in having the same process applied to both sections of that priority corridor.

Chairman Finley does not see any agreement from any of the other counties that they are willing to take and accept the timelines and/or the additional dollars for the Federal EIS, other than the fact that they want a letter saying this is our position. He feels that the Technical Staff should be discussing this with the policymakers before they start sending letters out saying that is the first system.

Ms. DeSpiegelaere said they do talk about it, the letter would have to be done before you would be allowed to do this process, rather than after you have completed the EIS.

Commissioner Hunt would move that we lay this matter over until the next regular RRA Meeting, so that we can get further information before that time to make a final decision. The Chairman should contact Anoka County that we did not get any answers at the LRT Advisory Committee.

Commissioner Schaber seconded this motion.

Chairman Finley suggested that the motion should include something specific, that the layover is because of concerns of the limitation of the rest of the regional system and the University Connector not being a part of the Federal Impact Statement for the Midway Corridor, so that we have something a little more specific as to why.

Commissioner Hunt would add that to her motion, as well as the timetable of the Midway Corridor to make sure that is the first priority. Commissioner Schaber seconded this amendment.

Whereas, Ramsey County Regional Railroad Authority has been requested to approve a proposed letter to the Urban Mass Transportation Administration to be signed by Anoka County Regional Railroad Authority, Hennepin County Regional Railroad Authority, and the Regional Transit Board, in addition to Ramsey County Regional Railroad Authority; Now, Therefore, Be It

Resolved, That the matter should be laid over until the next Regional Railroad Authority Meeting on November 24 because of concern that:

1. The letter limits application for federal funds for other portions of the regional light rail transit system.
2. The University Connector is not a part of a Federal Environmental Impact Statement for the Central Corridor.
3. The Midway Corridor should be the first priority for a light rail transit system to be constructed and that following the federal process could delay implementation of light rail transit in that corridor; and Be It Further

Resolved, that Anoka and Hennepin Counties should be contacted about this matter.

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

Commissioner Hunt suggested that Ms. DeSpiegelaere contact UMTA, as to how they are going to address one portion of the corridor and not another portion, she does not know if UMTA is going to entertain this kind of thing. Ms. DeSpiegelaere said this was discussed in September and they agreed that they would consider the University Connector as part of the State EIS, and the remainder of the Midway Corridor as part of the Federal EIS. They said, however, they would not spell that out in writing.

Commissioner Schaber asked how they address the Oak Street into downtown St. Paul and out again, do we not have to address that simultaneously.

Chairman Finley said that is in the cost figures, downtown in and out. The cost figures of \$208 includes that, it does not include the \$138 million to get into downtown Minneapolis.

Ms. DeSpiegelaere said the route for Oak Street would be from Washington Avenue, there are three different alternatives, Washington to Oak, Soo Line track, and one is the University of Minnesota link.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

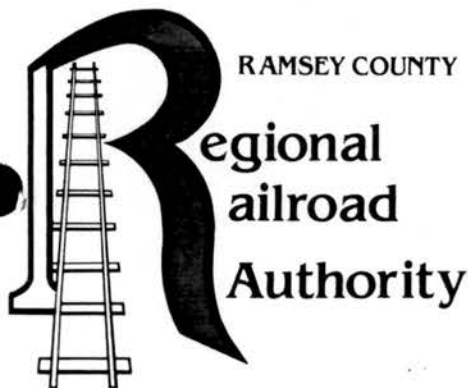
<u>Chairman Finley</u> Originating Department <u>J. T. Finley</u> <u>11/8/89</u> Authorized Signature Date	Board Action Requested Chairman's Comments
Request Justification	

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

Comments / Recommendation _____

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
November 14, 1989	<i>F. L. Glendenning</i>	11/8/89
Board Date	Signature	Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Coordination with Minnesota Department of Transportation

DATE: November 6, 1989

The Minnesota Department of Transportation (Mn/DOT) recently combined two metropolitan area districts, 5 and 9, into a single metropolitan-area district. Bill Crawford, formerly district engineer for District 5, has been appointed Metro District Engineer. Ramsey County was previously included in District 9.

Mr. Crawford will attend the September 14 Regional Railroad Authority meeting. He has been asked to address these topics:

- o The new district.
- o How Mn/DOT and the Regional Railroad Authority can coordinate LRT work.
- o I-94 plans.
- o Burlington Northern at T.H. 36 in Maplewood - Mn/DOT acquisition and plans.
- o Availability of State Rail Bank funds for acquisition of abandoned rail lines, such as the Northeast Burlington Northern property.

Recommendation:

For your information.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 11/6/89
Authorized Signature Date

Board Action Requested

Appearance of Bill Crawford, Metro District
Engineer, Minnesota Department of Transportation

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting N/A

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

November 14, 1989

Board Date

Signature

J. L. Henderson

Signature

Date

11/8/89

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>Regional Railroad Authority</u> Originating Department <i>K. DeSpiegelaere</i> 11/7/89 Authorized Signature Date	Board Action Requested Update on Regional LRT Development and Financial Plan. *DISCUSSION ONLY
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Request Justification

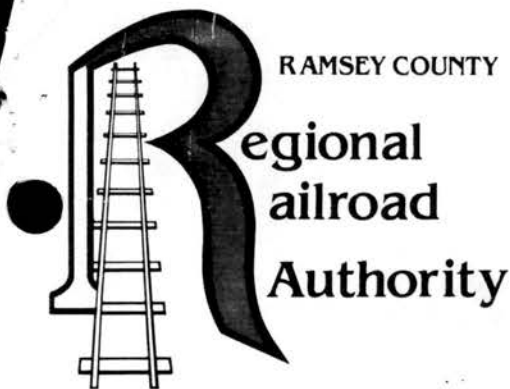
- See attached:
1. Memorandum from K. DeSpiegelaere.
 2. Information on Corridor Evaluation and Financing Distributed by RTB.
 3. Dakota County Financing memo.
 4. House Research Information Brief on LRT.

Reviewed by Ed Blumenthal 11/8/89 Budgeting and Accounting County Attorney Risk Manager Data Processing Previous Action taken on Request	Date / Time Received By
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Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
November 14, 1989	<i>J. L. Blendenburg</i>	11/8/89
Board Date	Signature	Date



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District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Regional LRT Development and Financial Plan Update

DATE: November 6, 1989

The regional development and financial plan for LRT is being prepared by BRW/SRF/Springsted for the Regional Transit Board. Information on LRT corridors and financing that was distributed at the November 1 meeting of the Joint LRT Advisory Committee is attached (Attachment 1 and 2).

The Midway/Central corridor continues to rank highest on almost every evaluation measure. A criterion considered important to the Metropolitan Council is, "Total Annual Cost per Annual Patron," on page 4 of the "Evaluation of Candidate Corridors" paper. St. Paul South, St. Paul Northeast, and St. Paul Northwest Corridors are all within the maximum \$4.00 threshold being considered by the Metropolitan Council for 20-year LRT planning.

At the November 1 Joint LRT Advisory Committee meeting, the St. Paul East and St. Paul South/Southwest corridors were placed in the post 20-year category. This is consistent with discussions you had at your October 30 work session. The remaining four Ramsey County corridors (Midway, Northwest, Northeast, and South) are within the 20-year plan.

On November 15, the Joint LRT Advisory Committee will consider a five and ten year LRT plan. I will provide you with information on consultant recommendations on that subject at your November 14 Rail Authority meeting.

Page 2

Financial information is being further refined and will be shared with you. The plan is scheduled to be completed by December 6.

Also attached is information on Dakota County's financing principles distributed by Commissioner Don Chapdelaine to the Joint LRT Advisory Committee (Attachment 3) and a recent House Research Information Brief entitled, "New United States LRT Systems - How Much Did They Cost and Who Pays For Them?" (Attachment 4).

Recommendation:

For your information.

KD/blk
Attachments

BRIEFING PAPER #9

**EVALUATION OF CANDIDATE CORRIDORS AND
PROPOSED TWENTY-YEAR REGIONAL LRT PLAN**

OCTOBER 30, 1989

**ACTION: REVIEW AND APPROVE THE PROPOSED
TWENTY-YEAR REGIONAL LRT PLAN**



**LIGHT RAIL TRANSIT DEVELOPMENT
AND FINANCIAL PLAN**

EVALUATION OF CANDIDATE CORRIDORS AND PROPOSED TWENTY-YEAR REGIONAL LRT PLAN

LIGHT RAIL TRANSIT DEVELOPMENT AND FINANCIAL PLAN

I. INTRODUCTION

Previous briefing papers have identified candidate LRT corridors for the twenty-year LRT plan, patronage forecasts, capital and operating costs for each corridor, and evaluation criteria. The purpose of this briefing paper is to summarize the results of the evaluation of the candidate corridors for inclusion in the proposed twenty-year LRT plan. Staff Committee recommendations on a twenty-year LRT plan are also presented.

II. EVALUATION CRITERIA

The criteria used to evaluate the candidate corridors for staging and for the twenty-year plan were approved by the LRT Joint Advisory Committee on October 4, 1989. The criteria used for the twenty-year plan were:

Quantitative Evaluation

- o Daily patrons per route mile
- o Daily passenger miles per route mile
- o Total annual cost per annual patron
- o Total annual cost per annual passenger mile

Qualitative Evaluation

- o Transit dependents
- o New transit passengers
- o Congestion relief

The remaining evaluation criteria (cost recovery, timing constraints and financial capability) will be considered in staging analyses. It should be noted that the twenty-year plan may also be affected by financial capability.

III. DESCRIPTION OF CANDIDATE LRT CORRIDORS

Table 1 provides a summary description of the key characteristics of each candidate corridor. Information provided for each corridor includes route miles, projected 2010 daily ridership, passenger miles, capital cost, and total annual capital and operating/maintenance cost.

TABLE 1
DESCRIPTION OF CANDIDATE LRT CORRIDORS

CORRIDOR	TERMINUS	ROUTE MILES	DAILY LRT RIDERSHIP	PASSENGER MILES (MILLION)	CAPITAL COST (MILLION)	TOTAL ANNUAL COST (MILLION)
MINNEAPOLIS NORTHWEST	85TH ST	13.3	19,600-25,500	54	\$176.0	\$25.1
MINNEAPOLIS NORTHEAST						
. CENTRAL	NORTHTOWN	12.4	20,800-26,000	59	\$212.5	\$26.0
. UNIVERSITY	NORTHTOWN	11.9	14,800-18,500	43	\$173.6	\$20.0
SAINT PAUL NORTHWEST (1)	I-694	8.1	14,000-16,000	33	\$162.3	\$18.7
SAINT PAUL NORTHEAST	WHITE BEAR LAKE	11.3	11,000-13,000	30	\$115.8	\$13.3
SAINT PAUL EAST	RADIO DR	8.2	8,000-9,000	22	\$140.9	\$14.0
SAINT PAUL SOUTH						
. SOUTH	T.H. 55	8.8	16,400-13,200	42	\$161.0	\$18.8
. SOUTH TO WEST	I-494/I-35E	10.1	16,400-18,200	42	\$172.0	\$20.5
. W/O SSW	I-494/I-35E	10.1	18,100-21,100	42	\$176.0	\$21.5
SOUTH-SOUTHWEST	CLIFF RD	13.2	11,000-12,000	34	\$211.1	\$23.3
HIAWATHA						
. MALL OF AMERICA	MALL OF AMERICA	12.1	17,300-22,500	32	\$187.9	\$22.8
. TO I-35E	I-494/I-35E	12.2	17,550-22,750	32	\$156.2	\$19.3
MINNEAPOLIS SOUTH	BURNSVILLE CENTER	17.8	26,500-34,000	67	\$266.1	\$33.5
MINNEAPOLIS SOUTHWEST	C.S.A.H. 4	15.6	16,600-22,000	33	\$163.7	\$21.8
CENTRAL	CBD TO CBD					
. UNIVERSITY		10.1	37,200-46,500	63	\$188.4	\$23.4
. I-94		9.7	37,800-47,200	64	\$208.1	\$24.7
. BURLINGTON NORTHERN		9.9	33,000-41,300	56	\$181.4	\$22.3
. UNIVERSITY CONNECTOR(2)	OAK STREET	2.6	9,200-12,000	18	\$66.6	\$6.9

- (1) THE DISTANCE FROM CEDAR AND FIFTH STREETS TO THE TERMINAL STATION IS 12.4 MILES.
THE DISTANCE FROM SNELLING AVENUE AND PIERCE BUTLER ROUTE TO THE TERMINAL STATION IS 8.1 MILES.
- (2) UNIVERSITY CONNECTOR IS INCLUDED IN CENTRAL CORRIDOR ALIGNMENTS.

IV. DAILY PATRONS PER ROUTE MILE

Daily patrons per route mile are determined by dividing the projected 2010 LRT ridership (midpoint of range) for the corridor by the entire length of the corridor. These lengths are measured from 7th and Marquette in downtown Minneapolis and from 5th and Cedar in downtown St. Paul.

The ranking of candidate corridors based on daily patrons per route mile is as follows:

Central - I-94	4,400
Central - University	4,100
Central - Univ. Connector	4,100
Central - BN	3,800
St. Paul South	2,000
St. Paul South w/o S-SW	1,900
Minneapolis NE-Central	1,900
St. Paul South to West	1,700
Minneapolis South	1,700
Minneapolis Northwest	1,700
Hiawatha-Mall of America	1,700
Hiawatha To I-35E	1,600
Minneapolis NE - University	1,400
Minneapolis Southwest	1,200
St. Paul Northwest	1,200
St. Paul Northeast	1,100
St. Paul East	1,000
South-Southwest	900

IV. DAILY PASSENGER MILES PER ROUTE MILE

Daily passenger miles per route mile were determined by applying an average transit trip length to the projected 2010 LRT ridership in each corridor. This number was then divided by the length of each corridor to determine passenger miles per route mile.

The ranking of candidate corridors based on daily passenger miles per route mile is as follows:

University Connector	22,000
Central - I-94	21,000
Central - University	20,000
Central - BN	18,000

Minneapolis Northeast - Central	15,000
St. Paul South	15,000
Minneapolis Northwest	13,000
St. Paul South to West	13,000
St. Paul South w/o S-SW	13,000
Minneapolis South	12,000
Minneapolis NE - University	11,000
St. Paul Northwest	9,000
St. Paul Northeast	8,000
St. Paul East	8,000
South-Southwest	8,000
Hiawatha - Mall of America	8,000
Hiawatha - To I-35E	8,000
Minneapolis Southwest	7,000

V. TOTAL ANNUAL COST PER ANNUAL PATRON

Total annual cost includes an annualized capital cost and estimated annual costs for operation and maintenance. These costs are divided by the number of annual passengers to determine total annual cost per annual patron.

The ranking of candidate corridors based on annual cost per annual patron is as follows:

University Connector	\$1.77	
Central - University	1.80	
Central - I-94	1.87	
Central - BN/Pierce Butler	1.92	
Hiawatha To I-35E	3.03	(Dakota Co. portion)
St. Paul South	3.36	
St. Paul South to West (w/o S-SW)	3.40	
St. Paul Northeast	3.41	
Minneapolis Northwest	3.44	
Minneapolis South	3.45	
Minneapolis NE - Central	3.47	
Minneapolis Southwest	3.52	
Hiawatha - Mall of America	3.56	(Henn. Co. portion)
St. Paul South to West	3.66	
Minneapolis NE - University	3.70	
St. Paul Northwest	3.82	
St. Paul East	5.19	
St. Paul South-Southwest	6.30	

1-6

VI. TOTAL ANNUAL COST PER ANNUAL PASSENGER MILE

Total annual cost includes an annualized capital cost and estimated annual costs for operation and maintenance. These costs are divided by the number of annual passenger miles to determine total annual cost per annual passenger mile.

The ranking of candidate corridors based on annual cost per annual passenger mile is as follows:

Central - University	\$0.37
University Connector	0.38
Central - I-94	0.38
Central - BN/Pierce Butler	0.39
Minneapolis NE - Central	0.44
St. Paul Northeast	0.44
St. Paul South	0.45
Minneapolis Northwest	0.47
Minneapolis NE - University	0.47
St. Paul South to West	0.49
Minneapolis South	0.50
St. Paul South to West (w/o S-SW)	0.51
St. Paul Northwest	0.56
Hiawatha To I-35E	0.60
Minneapolis Southwest	0.65
St. Paul East	0.65
St. Paul South-Southwest	0.68
Hiawatha - Mall of America	0.72

VII. TRANSIT DEPENDENTS

The relative ability of an LRT corridor to serve transit dependent people was based on the percent of population within that corridor which is likely to be transit dependent. The population characteristics used to determine this percentage were: over age 65, age 10-15, transportation disabled, and households with no automobile.

The ranking of candidate corridors based on transit dependent population in the corridor is as follows:

Minneapolis South	36%
Hiawatha - Mall of America	35%
Hiawatha To I-35E	35%
South-Southwest	31%

Central - University	29%
Central - I-94	29%
Central - BN	29%
University Connector	29%
Minneapolis Southwest	28%
St. Paul South	28%
St. Paul South to West	28%
St. Paul Northeast	24%
St. Paul Northwest	23%
St. Paul East	23%
Minneapolis Northwest	22%
Minneapolis Northeast - Central	22%
Minneapolis NE - University	22%

VIII. NEW TRANSIT RIDERS

The ability of an LRT corridor to entice new riders to transit was estimated based on the improvement in transit travel speed provided by LRT over existing bus service. It should be noted that these projections are rough estimates and may vary significantly depending on the nature of existing bus service, future feeder bus service, and LRT speed in each corridor.

The ranking of candidate corridors based on projected new transit riders in the corridor is as follows:

Central - University	6,000
Central - I-94	6,000
Central - BN	6,000
Minneapolis Northwest	6,000
Minneapolis NE - Central	5,000
Minneapolis South	5,000
Minneapolis Southwest	5,000
Minneapolis NE - University	4,000
St. Paul Northwest	4,000
St. Paul Northeast	4,000
St. Paul South	4,000
St. Paul South to West	4,000
South-Southwest	4,000
St. Paul East	3,000
Hiawatha - Mall of America	2,000
Hiawatha To I-35E	2,000
University Connector	2,000

IX. CONGESTION RELIEF

The ability of LRT to partially relieve roadway congestion in the candidate corridors was evaluated on the following basis:

Low - There are no congested roadways that parallel the proposed LRT alignment or that provide alternative routes for people in the corridor.

Medium - There are congested roadways in the corridor that parallel the LRT alignment or there are physical features or land use patterns which create bottlenecks for traffic flow.

High - There are congested roadways in the corridor and there are right-of-way constraints or physical features/land use patterns which create a bottleneck to traffic flow.

Very High - There are congested roadways, traffic bottlenecks and right-of-way constraints in the corridor. Transit capital investments are needed to supplement roadway capacity improvements due to roadway restrictions or lack of available right-of-way.

The ranking of candidate corridors based on ability to partially relieve congestion in the corridor is as follows:

University Connector	Very High
Minneapolis South	Very High
Hiawatha - Mall of America	Very High
Hiawatha To I-35E	Very High
Central	High
Minneapolis Northeast	High
St. Paul South	High
St. Paul South to West	High
St. Paul Northwest	High
Minneapolis Northwest	Medium
St. Paul Northeast	Medium
St. Paul East	Medium
South-Southwest	Medium
Minneapolis Southwest	Medium

X. SUMMARY OF CORRIDOR EVALUATION

Table 2 provides a summary of the evaluation of candidate corridors. Key findings of the corridor evaluation are:

- o The Central Corridor (all alignments as well as the University Connector) ranks very high for all criteria except transit dependent population.

TABLE 2
EVALUATION OF CANDIDATE LRT CORRIDORS

CORRIDOR	TERMINUS	DAILY PATRONS PER ROUTE MILE	DAILY PASSENGER MILES PER ROUTE MILE	ANNUAL COST PER ANNUAL PASSENGER	ANNUAL COST PER ANNUAL PASSENGER MILE	TRANSIT DEPENDENT POPULATION	NEW TRANSIT RIDERS	CORRIDOR CONGESTION
MINNEAPOLIS NORTHWEST	85TH ST	1,700	13,000	\$3.44	0.47	22%	6,000	MEDIUM
MINNEAPOLIS NORTHEAST	NORTHTOWN	1,900	15,000	\$3.47	0.44	22%	5,000	HIGH
. CENTRAL	NORTHTOWN	1,400	11,000	\$3.70	0.47	22%	4,000	HIGH
. UNIVERSITY								
SAINT PAUL NORTHWEST	I-694	1,200	9,000	\$3.82	0.56	23%	4,000	HIGH
SAINT PAUL NORTHEAST	WHITE BEAR LAKE	1,100	8,000	\$3.41	0.44	24%	4,000	MEDIUM
SAINT PAUL EAST	RADIO DR	1,000	8,000	\$5.19	0.65	23%	3,000	MEDIUM
SAINT PAUL SOUTH								
. SOUTH	T.H. 55	2,000	15,000	\$3.36	0.45	28%	4,000	HIGH
. SOUTH TO WEST	I-35E/I-494	1,700	13,000	\$3.66	0.49	28%	4,000	HIGH
. W/O SSW	I-35E/I-494	1,900	13,000	\$3.41	0.51	28%	4,000	HIGH
SOUTH-SOUTHWEST	CLIFF RD	900	8,000	\$6.30	0.68	31%	4,000	MEDIUM
HIAWATHA								
. MALL OF AMERICA	MALL OF AMERICA	1,700	8,000	\$3.56	0.72	35%	2,000	VERY HIGH
. TO I-35E	I-35E/I-494	1,600	8,000	\$3.02	0.60	35%	2,000	VERY HIGH
MINNEAPOLIS SOUTH	BURNSVILLE CENTER	1,700	12,000	\$3.45	0.50	36%	5,000	VERY HIGH
MINNEAPOLIS SOUTHWEST	C.S.A.H. 4	1,200	7,000	\$3.52	0.65	28%	5,000	MEDIUM
CENTRAL								
. UNIVERSITY	CBD TO CBD	4,100	20,000	\$1.80	0.37	29%	6,000	HIGH
. I-94		4,400	21,000	\$1.87	0.38	29%	6,000	HIGH
. BURLINGTON NORTHERN		3,800	18,000	\$1.92	0.39	29%	6,000	HIGH
. UNIVERSITY CONNECTOR (1)	OAK STREET	4,100	22,000	\$1.77	0.38	29%	2,000	VERY HIGH

(1) UNIVERSITY CONNECTOR IS INCLUDED IN CENTRAL CORRIDOR ALIGNMENTS.

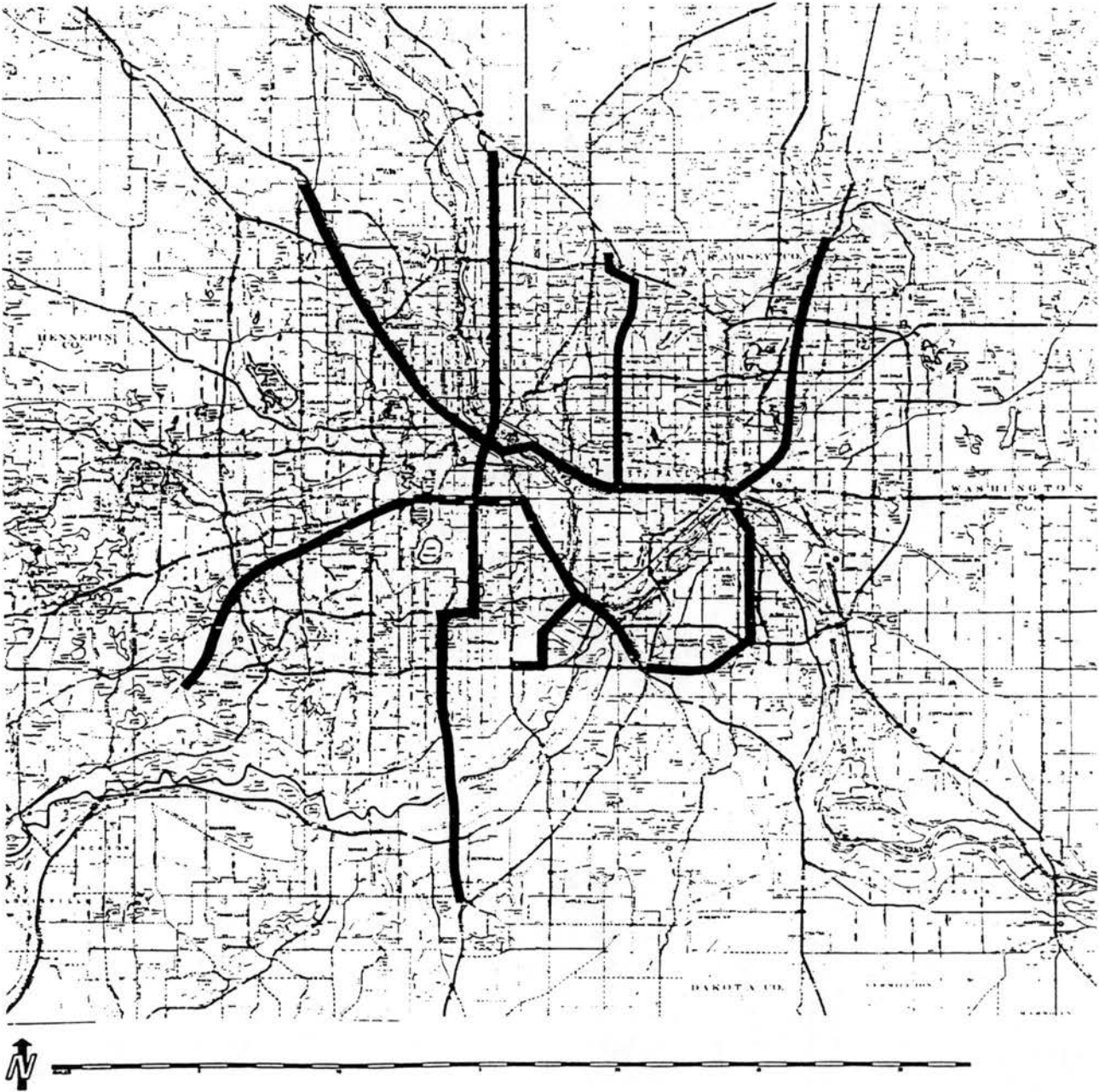
- o The St. Paul East Corridor ranks very low for all criteria.
- o The South-Southwest Corridor ranks very low for all criteria except transit dependent population.
- o The remaining corridors tend to group together for most evaluation criteria with different corridors having different advantages and disadvantages.
- o Of the remaining corridors, the St. Paul South Corridors and the Minneapolis Northeast-Central corridor have the highest ridership per route mile and the highest passenger miles per route mile.
- o Of the remaining corridors, the Hiawatha to I-35E Corridor has the lowest total annual cost per annual patron.
- o Of the remaining corridors, the Minneapolis Northeast-Central and the St. Paul Northeast Corridors have the lowest total annual cost per annual passenger miles.
- o Of the remaining corridors, the Minneapolis South and Hiawatha Corridors have the highest transit dependent population.
- o Of the remaining corridors, the Minneapolis Northwest Corridor has the highest projected new transit riders.
- o Of the remaining corridors, the Minneapolis South and the Hiawatha Corridors have the highest potential to help partially relieve traffic congestion.

XI. PROPOSED TWENTY-YEAR PLAN

Based on the above evaluation criteria, with particular emphasis on the annual cost per annual patron, the Staff Committee has recommended the twenty-year plan shown in Figure 1. Two corridors have been studied which do not appear to be feasible within the twenty year timeframe. They are:

- o St. Paul East
- o South-Southwest

The St. Paul East Corridor has low ridership and a very high annual cost per annual patron. Additional growth in this corridor would be desirable before the implementation of LRT is considered. However, this corridor may have good potential for bus transit service and should be considered for right-of-way preservation.



LIGHT RAIL TRANSIT DEVELOPMENT AND FINANCIAL PLAN

PROPOSED 20-YEAR LRT PLAN



FIGURE 1

1-2

The South-Southwest Corridor significantly overlaps with the South Corridor and the South to West Corridor. In addition, it has a very high annual cost per annual patron due to its length. Projected ridership on the South Corridor and the South to West Corridor would increase significantly if the South-Southwest Corridor were not constructed. Therefore, this corridor is not recommended for the twenty-year timeframe. Like the East Corridor, the South-Southwest Corridor may be appropriate for improved bus transit service and preservation of right-of-way.

Finally, it is recommended that the South and South to West Corridors be treated as different alignments in the same corridor. There are insignificant differences in ridership between the two alignments. However, there are significant differences in cost and in land uses served. Alternative alignments in this and other corridors should be studied further in corridor studies or preliminary engineering.

Exhibit 10-2

LOCAL CAPITAL COST FUNDING SOURCE OPTIONS

Major Sources:

- **Property Tax**
- **Sales Tax**
- **Payroll Tax**

Minor Sources:

- **Hotel/Motel Tax**
- **Tax Increment Financing**
- **Special Assessments**

**PROPERTY TAX REVENUE ANALYSIS ASSUMING LEVY OF
.04835% X ESTIMATED MARKET VALUE**

<u>Option</u>	<u>Taxing Area</u>	<u>Estimated Market Value Pay 1990</u>	<u>Estimated Maximum Levy Pay 1990</u>	<u>Estimated Borrowing Limit*</u>
Regional	Seven County Area	\$82.7 Billion	\$39.97 Million	\$390 Million
Sub-Regional	Metro Transit District	N/A	\$35.62 Million	\$350 Million
County	Hennepin, Ramsey and Anoka Counties	\$65.1 Billion	\$31.47 Million	\$310 Million

* Assuming Debt Service Coverage of 1.00 on a 20-year borrowing at 8%.

PROPERTY TAXES

Calendar Year 1990 Revenue Projections:

Seven-County Metro Area:	\$39.97 Million
Metro Transit District:	\$35.62 Million
Three-County Area:	\$31.47 Million

Comments

Adequacy -	Represents significant revenue source, but insufficient as single source.
Reliability -	Stable but growing source as taxable values increase.
Administration -	System for collection and administration already in place.
Authorization -	Limited authority currently in place.

**SALES TAX REVENUE ANALYSIS ASSUMING A
TAX INCREASE OF ONE PERCENT**

<u>Option</u>	<u>Taxing Area</u>	<u>Estimated Annual Revenue</u>	<u>Estimated Bonding Limit*</u>
State	State	\$295.8 Million	\$2.185 Billion
Region	Seven-County Area	\$184.9 Million	\$1.365 Billion
County	Hennepin, Ramsey and Anoka Counties	\$163.3 Million	\$1.202 Billion

* Assuming Debt Service Coverage Factor of 1.33 on a 20-year borrowing at 8%.

SALES TAX

Fiscal Year 1989 Revenues (Millions):

	<u>Total</u>	<u>Per 1 Percent</u>
State	\$1,774.7	\$295.8
Metro		\$184.9

Comments

- Adequacy - Represents large revenue source sufficient to pay all or major share of system's capital costs.
- Reliability - Relatively stable, but rate of future increase affected by general economic conditions.
- Administration - System for collection and administration already in place.
- Authorization - State enabling legislation required.

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**PAYROLL TAX REVENUE ANALYSIS ASSUMING
TAX OF 1/2% OF EARNED INCOME**

<u>Option</u>	<u>Taxing Area</u>	<u>Estimated Annual Revenue</u>	<u>Estimated Bonding Limit*</u>
State	State	\$210.9 Million	\$1.553 Billion
Region	Seven-County Area	\$147.5 Million	\$1.086 Billion
County	Hennepin, Ramsey and Anoka Counties	\$131.3 Million	\$966.8 Million

* Assuming Annual Debt Service Coverage Factor of 1.33 on a 20-year borrowing at 8%.

PAYROLL TAX ON EARNED INCOME

Calendar Year 1988 Revenues (Millions):

	<u>Per 1/2% of Earnings</u>
State	\$210.9
Metro	\$147.5
Three-County	\$131.3

Comments

- Adequacy -** Represents large revenue source sufficient to pay a significant portion of capital costs.
- Reliability -** Relatively stable, but rate of future increase affected by general economic conditions.
- Administration -** New collection and administrative systems needed. Additional compliance cost for employers.
- Authorization -** State enabling legislation required.

**HOTEL/MOTEL TAX REVENUE ANALYSIS
ASSUMING TAX INCREASE OF ONE PERCENT**

<u>Option</u>	<u>Taxing Area</u>	<u>Estimated Annual Revenues</u>
State	State	\$3.0 Million
Metro	Seven-County Area	\$2.2 Million

STATE CAPITAL COST FUNDING SOURCE OPTIONS

- **Motor Vehicle Excise Tax**
- **Motor Vehicle Registration Surtax**
- **State Bonding**
- **Appropriations**

MOTOR VEHICLE EXCISE TAXES

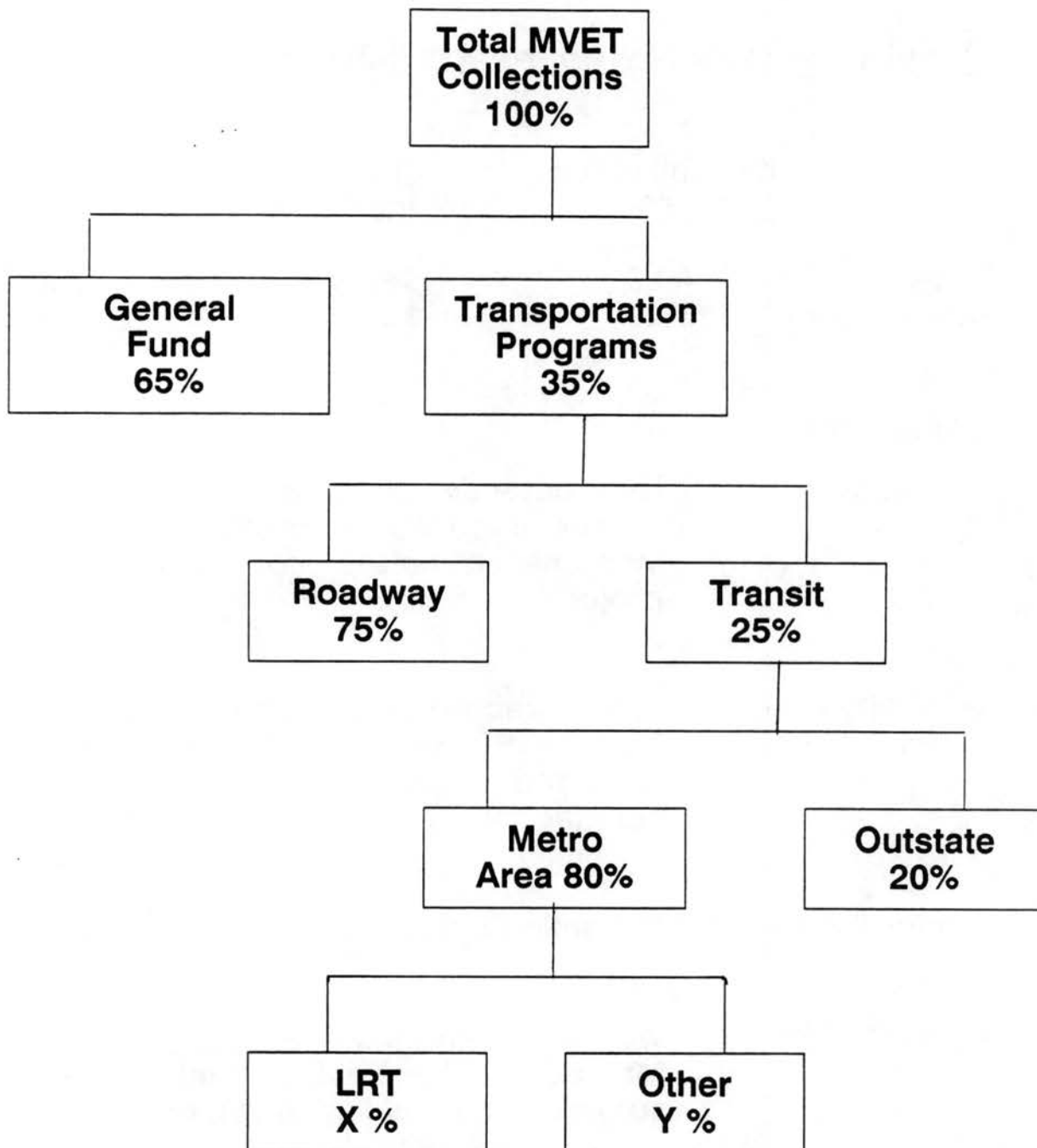
Fiscal Year 1989 Revenues (Millions):

	<u>Total Collection</u> <u>@ 6%</u>	<u>Per</u> <u>1% Increase</u>	<u>Estimated</u> <u>Bonding Limit</u>
State	\$249.5	\$41.6	\$307 Million
Metro	\$156.0	\$26.0	\$191 Million

Comments

- Adequacy - Has potential as a significant revenue source if collection formula changed to increase transfers for Metro Transit projects.
- Reliability - Proven record of historical collections but fluctuates in response to new auto sales impacted by general economic conditions.
- Administration - Collection system currently in place.
- Authorization - Would require state enabling legislation for surcharge. Distribution formula subject to annual legislative change.

CURRENT MVET REVENUE TAX DISTRIBUTION FORMULA



FY 1989 MVET Collections:

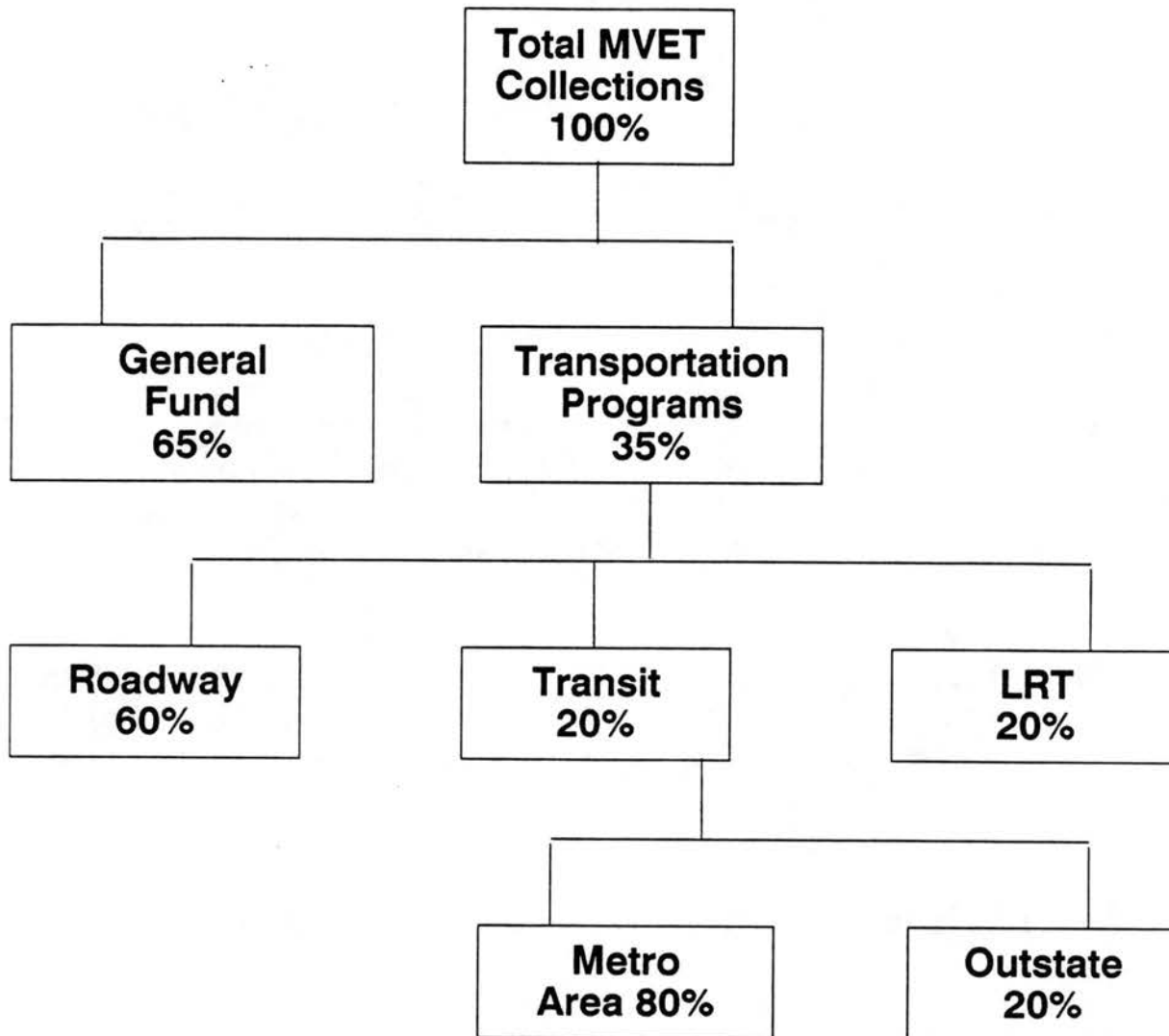
\$250 million

MVET Collections to Metro Transit:

\$17.5 Million

(LRT Gets X% Of Metro Transit)

REVISED MVET REVENUE DISTRIBUTION FORMULA



FY 1989 MVET Collections:	\$250 million
MVET Collections To LRT	\$17.5 million
MVET Collections to Metro Transit:	\$14.0 Million

MOTOR VEHICLE REGISTRATION FEES

Fiscal Year 1989 Revenues (Millions):

	<u>Total</u>	<u>10% Surcharge</u>	<u>Estimated Bonding Limit</u>
State	\$270.7	\$27.1	\$200 Million
Metro	\$131.5	\$13.2	\$97 Million

Comments

- Adequacy -** Moderate revenue source, depending upon distribution formula. 10% surcharge on Metro registrations represents significant revenue source.
- Reliability -** Reliable revenue source. Proven historical collection rate relatively unaffected by general economic conditions.
- Administration -** Collection system currently in place.
- Authorization -** Would require state enabling legislation for surcharge and distribution formula changes.

EVALUATION OF REVENUE SOURCES FOR LIGHT RAIL TRANSIT SYSTEM

Introduction

The Regional Transit Board (RTB) is in the process of creating a plan for the development of a light rail transit system for the region. The RTB has been charged with the completion of the plan and submission to the State Legislature prior to the 1990 legislative session. The plan for development of a light rail transit system must address a variety of issues. The key to the ultimate implementation of the plan will be financing. Regardless of how well the plan meets the transportation needs of the region, light rail transit will remain a concept unless an affordable and practical finance plan is prepared.

The RTB and the Joint light Rail Transit Advisory Committee are currently reviewing the options for financing the system. Hennepin, Ramsey and Anoka Counties have already provided recommendations for the use of revenue sources to finance the construction of the system. As a major participant in the system, Dakota County has also undertaken a light rail transit planning process. This report discusses the financial elements of the County's planning efforts.

General Principles

The creation of a finance plan for a regional light rail transit system is a complex task. Given the time constraints imposed by the Legislature, there is a strong temptation to seek simple, expedient solutions. This approach is unlikely to produce the best finance plan. Rather than take a broad brush to the underlying issues, more detailed questions need to be asked. Where and when will service be extended to various parts of the metropolitan area? How does funding for capital costs impact raising money to operate the system? How can financial participation and use of revenue sources be staged to reflect the growth of the system? How does the finance plan for light rail transit impact funding for other transportation system improvements? All of these questions are an integral part of the light rail financing equation.

In evaluating the revenue sources available to finance a light rail transit system, Dakota County has set forth a series of general principles that apply to the finance plan regardless of the revenue sources. These principles are the foundation of the County's position on financing light rail transit.

- (1) The County's financial participation is contingent upon the demonstration of the long-run financial viability of the construction and operation of a light rail transit system.

- (2) The County recognizes that the construction of a viable system is a long-run process. Service to the County will follow construction of a core system. However, the County's financial participation is based on direct benefit to be received from the system.
- (3) Light rail transit is one part of an integrated transportation system. The Metropolitan Council should determine the benefits received and the subsidies to be given for all aspects of the transportation system as part of an evaluation of light rail transit funding.
- (4) If Dakota County is not to receive light rail transit service in the foreseeable future, then other transportation system improvements must be made as a condition of the County's financial participation.
- (5) Revenue sources selected for support of capital costs must not preclude the financial feasibility of system operations.
- (6) The plan must be based on more than one source of revenue.
- (7) Dakota County must play an active role in the planning, implementation and administration of the light rail transit system.
- (8) The evaluation of financing options should consider the feasibility of giving each County flexibility in financing its contribution to the system.
- (9) The system has state-wide benefits. The finance plan should be designed with a realistic appraisal of those benefits.

Private (10) private enterprise

These factors form a common element of the County's position on the use of individual revenue sources.

The Need For More Detailed Analysis

Other planning efforts have attempted to evaluate revenue sources by estimating the ability to support system debt service. Ramsey County's analysis assumes that all of the estimated \$1,090,000,000 capital cost for the Hennepin-Ramsey-Anoka County components of the system would be financed in July 1991 using a 20-year debt obligation. The estimated annual debt service would be approximately \$113,800,000. This figure is used as a benchmark for evaluating the revenue capacity of various sources. Although some criteria must be used to analyze the sufficiency of the finance plan, we are not comfortable with this approach. The entire regional light rail transit system will not be financed in 1991 or at any time in the near future. Instead, the system will be built and financed in stages. The timing of system expansion will be influenced by a number of factors, including the availability of revenue.

The actual amount of system debt service cannot be accurately determined using a

HOUSE RESEARCH

Information Brief

Jayne Sprinthall Rankin, Legislative Analyst
296-8079

New United States LRT Systems

How much did they cost and who pays for them?

In the past eight years, five U.S. cities have opened new light rail transit (LRT) systems: Buffalo, New York; Portland, Oregon; and Sacramento, San Diego, and San Jose, California. Each of these new starts has relied on a unique mix of funding sources to construct and operate the system.

This information brief summarizes how much these systems cost and how they were paid for. It also lists how current operating costs are being paid for. The information was gathered through conversations with staff of each area's transit authority.

	Page
1. How much did each system cost to build?	2 - 3
2. What were the sources of construction funding?	4 - 5
3. How are operating costs paid for?	6

1. How much did each system cost to build?

City	Segment Length	When Built	All Costs in Millions		
			Total in Original Dollars	Per Mile in Original Dollars	Estimated Total in 1988 Dollars ¹
<u>Buffalo</u>	6.4 miles	1980-86	\$535	\$83.6	\$688
<u>Portland</u>	15.1 miles	1982-86	\$214	\$14.2	\$254
<u>Sacramento</u>	18.3 miles	1984-86	\$176	\$ 9.6	\$199
<u>San Diego</u>					
South Phase 1	15.9 miles	1979-81	\$ 81	\$ 5.1	\$122
South Phase 2	(add double track)	1982	\$ 36	\$ 2.3	\$ 47
East Phase 1	4.5 miles	1984-86	\$ 34	\$ 7.6	\$ 38
East Phase 2	11.5 miles	1987-89	\$108	\$ 9.4	\$110
Bayside (under construction)	<u>2.0 miles</u> 31.9 miles total	1989-90	<u>\$ 47 projected</u> \$306 total	\$23.5	<u>\$ 47</u> \$364 total
<u>San Jose</u>					
Completed	9.5 miles	1985-88	na		
Unfinished	<u>10.8 miles</u> 20.3 miles total	1988-90	<u>na</u> \$552 projected total for both completed and unfinished pieces	\$27.2	\$575

¹ The amounts listed in this column are only estimates. Each system's total cost in original dollars was inflated to 1988 dollars using the fixed-weight GNP deflator for state and local government purchases. The total cost was assumed to be spread evenly over each year of the construction period.

Buffalo

The LRT system is a short link in a built-up area near downtown. The entire route is double-tracked. The route is more urban than those of the other new systems, with more frequent stops. There are surface operations in a downtown transit mall, and tunnel operations out of downtown. (The tunnel was constructed using the tunnel boring method; the less expensive "cut-and-cover" method was not feasible.) Constructed from 1980-1986; most work completed by 1985.

Portland

The construction of this LRT project was coordinated with a freeway construction project. (The cost listed is for the LRT portion of the project only.) The entire route is double-tracked. Some existing railway alignments were used to route LRT. Portland used federal highway turnback funds from a cancelled interstate project to finance over half of the cost of the total project. Constructed from 1982-86.

Sacramento

In building this LRT system costs were saved by:

- using some abandoned highway right-of-way from a cancelled interstate highway project to route LRT
- using some existing railway alignments to route LRT
- using simple station designs, and
- double-tracking only 40 percent of route

Federal highway turnback funds financed over half of the project's cost. Constructed from 1984-86.

San Diego

San Diego's system saved costs by:

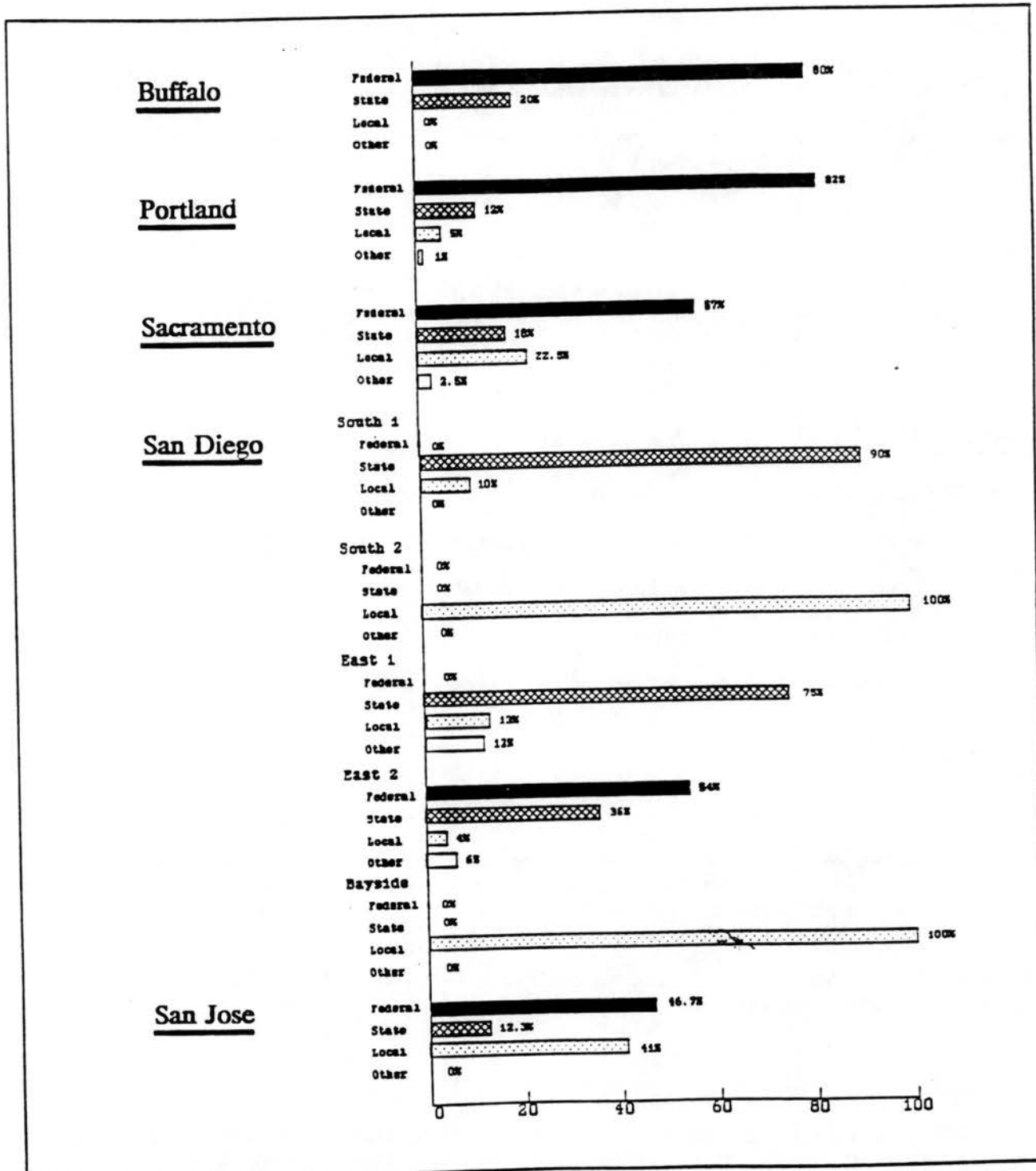
- making extensive use of existing railway right-of-way alignments for much of trackage
- having mixed use of South Line (i.e., the line runs both LRT and freight trains)
- using simple station designs (many downtown stations are simply loading islands), and
- operating in street medians in the downtown area

In addition, the first line built (South Line) was initially only a single-tracked line. Construction on that line began in 1979. Other lines were added beginning in 1984.

San Jose

This LRT system uses/will use double tracking for all lines, with the exception of a one-mile spur. The project saved money on station design; some stops have only canopies for weather protection and no parking facilities. Construction began in 1985.

2. What were the sources of construction funding?



Buffalo

The system was funded through the now-obsolete 80% federal - 20% local Urban Mass Transit Administration (UMTA) program for transit capital. The local match was provided by the state through bond issues. (There are no dedicated revenue sources for transit capital in New York.)

Portland

The federal government paid for 56% of the cost of the LRT project through interstate highway funds which were cancelled from two abandoned highway projects. Federal UMTA grants paid for an additional 26% of the project. The state share of funds was provided by a one-time appropriation for an LRT Construction Fund. Most of the local share of funds was put up by Tri-Met (the regional transit agency) through bond issues, although local governments contributed about \$1 million. Three-quarters of the private monies came from a downtown local improvement district.

Sacramento*

Approximately 55% of the cost of the project came from interstate highway funds which were cancelled from an abandoned highway project. Federal UMTA grants contributed about another 2% to the project. The state share of funds came from gas tax revenues, a portion of which is dedicated to transit. Local funds, which are from a share of the state sales tax which has also been dedicated to transit, were contributed half by the city redevelopment agency, one-quarter by the regional transit district and one-quarter by other local governments. (See note below on California financing.)

San Diego*

Of the five LRT lines listed, only one (East Phase 2) used federal UMTA grants to help finance its construction. The bulk of the funding for all the LRT lines has come from two sources: state gas tax revenues dedicated to transit, and local funds from a share of the state sales tax dedicated to transit. The East lines have also used some private financing in the form of sale and leaseback arrangements. The Bayside line will be financed primarily by revenue from city hotel room taxes. (See note below on California financing.)

San Jose*

The federal government paid for approximately 47% of the cost of the LRT project through UMTA grants. The state share of funds came from gas tax revenues, a portion of which is dedicated to transit. Four-fifths of the local share of funds has been provided through a county-wide 1/2 cent sales tax for transit, which has been in effect since 1979. Other local funds came from a share of the state sales tax dedicated to transit. (See note below on California financing.)

***Special Features of California Transit Financing**

Since the passage of Proposition 13 California communities have been prohibited from using property taxes to finance public transit. The LRT systems in California (Sacramento, San Diego and San Jose) have all relied to some degree on two dedicated revenue sources to help finance the capital costs of the projects:

■ In 1971 the state set aside 1/4 cent from the 6 cent state sales tax for transportation development. These monies are considered to be a local revenue source.

■ In 1974 Proposition 5 (also known as Article XIX) set aside 25% of each county's share of the state gas tax for public transit. These funds are considered to be a state revenue source.

In addition, the state has given blanket authorization for any county to impose an additional sales tax of up to 1 cent for transportation. Each county's voters decide the size of the add-on, what the revenue will be used for and when the provision will sunset.

3. How are operating costs paid for?

Revenue Source	Revenues for Bus and LRT Systems				Revenues for LRT System Only
	Buffalo ¹	Portland ¹	Sacramento ²	San Jose ²	San Diego ²
FAREBOX	37.3%	22.9%	25.4%	8.2%	80%
LOCAL					
Property taxes	7.4%	--	--	--	--
Payroll tax	--	60.0%	--	--	--
County sales tax	--	--	15.0%	55.1%	6%
Local share ³ of dedicated state sales tax	--	--	49.0%	27.1%	12%
Other county funds	10.4%	--	--	--	--
STATE					
Gas and oil taxes	19.7%	--	--	--	--
Other appropriations	11.6%	--	--	--	--
FEDERAL					
Operating assistance	12.2%	6.3%	10.0%	4.0%	--
OTHER					
Cigarette tax	--	5.5%	--	--	--
Miscellaneous	1.4%	5.3%	0.6%	5.6%	2%
TOTAL	100%	100%	100%	100%	100%

¹ Figures from FY1989 budget.

² Figures from FY1990 budget, San Diego Trolley.

³ See note on page 5 for details.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

<u>Regional Railroad Authority</u> Originating Department <i>K. Helwig</i> Authorized Signature Date <u>11/6/89</u>		Board Action Requested Consider resolution relating to light rail transit service in the Midway Corridor. <u>*Action is requested.</u>
---	--	--

Request Justification

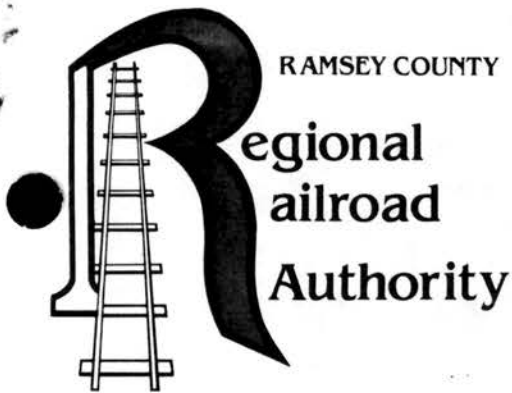
See attached: 1. Resolution.
2. Memorandum.

Budgeting and Accounting <i>Ed Blaylock</i> <u>11/8/89</u> County Attorney <i>David McMillan</i> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
--	----------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
November 14, 1989	<i>F. L. Glendinning</i>	11/8/89
Board Date	Signature	Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Light Rail Transit Service in the Midway Corridor

DATE: November 6, 1989

At your work session on October 30, you indicated support for the definition of light rail transit service for the Midway Corridor in the attached resolution.

This is being returned to you for action on the resolution at a Regional Railroad Authority meeting.

Recommendation:

Approve the proposed resolution.

KD/blk
Attachment



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has adopted goals for light rail transit, has prepared a comprehensive light rail transit plan, and is beginning additional work on light rail transit in the Midway Corridor; and

WHEREAS, As additional work is begun on light rail transit corridors, it has been requested that Ramsey County Regional Railroad Authority define the type of light rail transit service that is to be considered in corridors; and

WHEREAS, The Midway Corridor connects two downtowns, the University of Minnesota, and many other destinations; Now, Therefore, Be It

RESOLVED, That important aspects of light rail transit in the Midway Corridor are:

1. The light rail service should provide a faster trip between the two downtowns than current bus service.
2. In order to provide a speedier trip and to attract new transit riders, light rail station spacing should be less frequent than existing bus service on University Avenue which stops every block.
3. The overall transit service to transit patrons in the corridor should improve, not decline, with the introduction of light rail transit in the corridor.
4. Because light rail transit service will stop less frequently than buses, evaluation of retaining frequent-stop bus service to serve transit patrons will be required.
5. Rather than specify that light rail service in the Midway Corridor will stop every 1/4 mile or 1 mile, light rail service will generally be provided at a spacing of 1/2 to 1-1/2 miles, depending upon the demand for service on the alignment.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 11/6/89
Authorized Signature Date

Board Action Requested

Authorize Chairman of RCRRA to sign letter to UMTA.

*Action is Requested.

Request Justification

- See attached:
1. Alternate Resolutions (two).
 2. Memorandum from K. DeSpiegelaere dated October 18, 1989, with attachments.
 3. Proposed Letter to UMTA.

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
November 14, 1989

Signature

Date

Board Date

Signature

Date

11/8/89



Resolution Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

RESOLUTION ONE

WHEREAS, The Metropolitan 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



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

RESOLUTION TWO

WHEREAS, Ramsey County Regional Railroad Authority supports the concept of maximizing federal funds for light rail transit to the Metropolitan region; and

WHEREAS, It is acknowledged that the Midway Corridor is the highest priority corridor in the region for LRT, is the best candidate for demonstrating that light rail transit can be successful in the region, is important as the corridor to which other LRT corridors will connect, and that the federal process for LRT will require more time and cost than the state process without a certainty of successful results; Now, Therefore, Be It

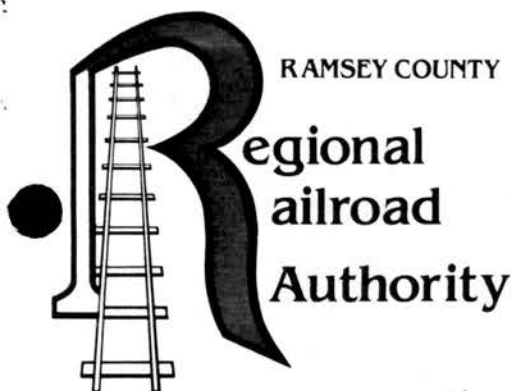
RESOLVED, That the Midway Corridor will follow the Minnesota Environmental Impact Statement process at this time and additional evaluation of whether or not to follow the federal process for LRT will be made at a later date; and Be It Further

RESOLVED, That should other regional railroad authorities decide to seek federal funds for LRT corridors, the provision should remain for federal funding applications from Ramsey County Regional Railroad Authority on LRT corridors within Ramsey County.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

1-A



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

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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 *LD*

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:

<u>Element</u>	<u>Estimated Cost</u>
44 light rail vehicles	\$ 77,220,000
Maintenance Yard and Shop	<u>22,070,060</u>
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:

<u>Element</u>	<u>Estimated Cost</u>
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	<u>14,600,000</u>
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	<u>48,000,000</u>
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

- o 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.

- o 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.
- o 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.
- o 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



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

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 $\pm$ 1 Year	48 - 56 months	30 - 36 months
INCREMENTAL CONSULTANT COST FOR AA/DEIS	\$300,000 $\pm$ \$100,000	\$300,000 $\pm$ \$100,000	\$250,000 $\pm$ \$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 $\pm$ 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:

- o 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
- o 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^e the three requirements of UMTA for entry into the AA/DEIS process:

- o they have over 15,000 transit trips in 1989
- o the expected annual cost per annual new transit rider is less than \$10.00
- o 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.

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

Mr. Brian W. Clymer
September 25, 1989
Page 2

- 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.

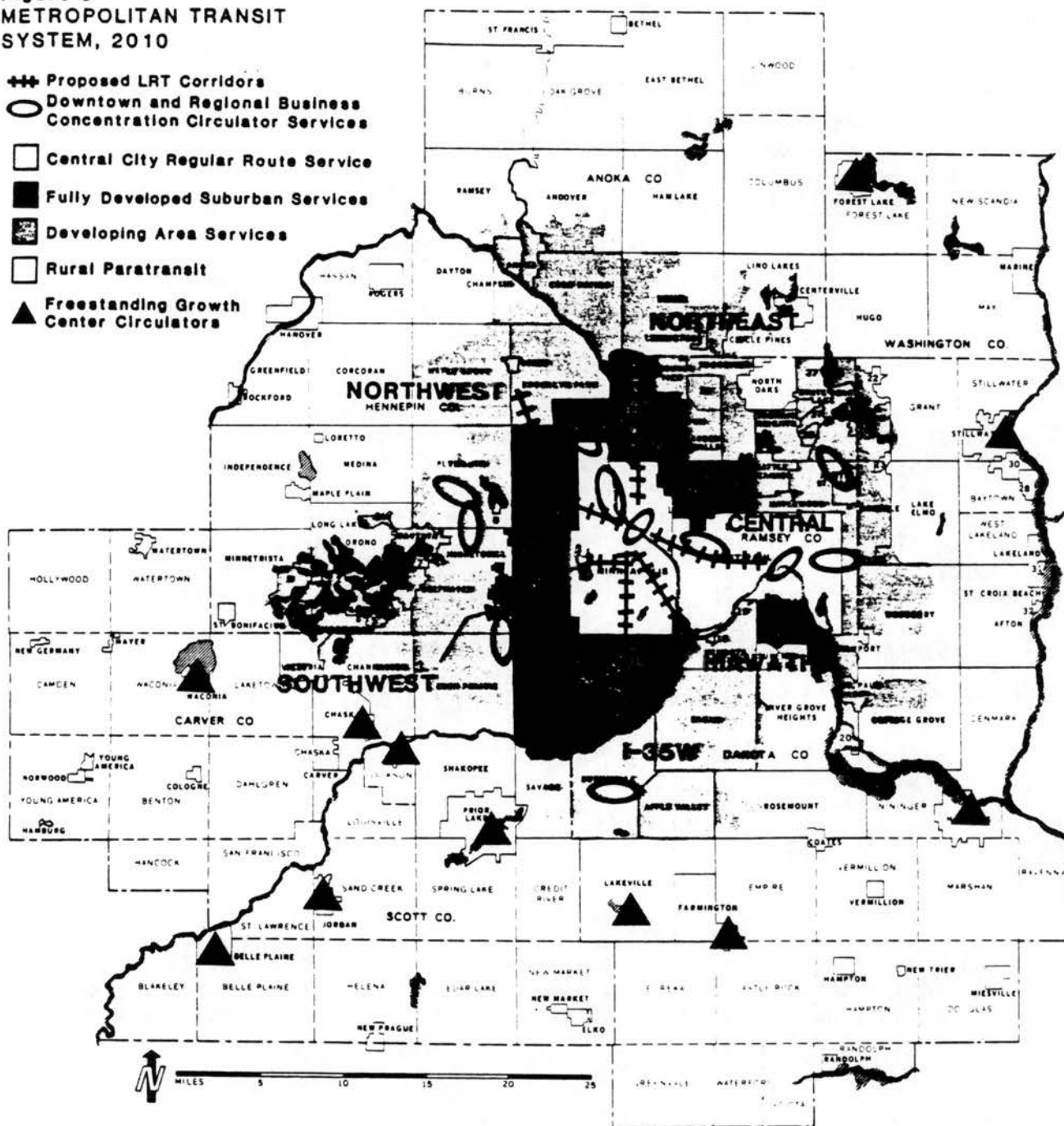
In 1986 the Metropolitan Council completed a regional transitway analysis entitled, "A Study of the Potential Transit Capital Investments in Twin Cities Corridors." This study identified the range of appropriate transit modes in eighteen corridors in the Twin Cities. The analysis became the technical 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

- ++ Proposed LRT Corridors
- Downtown and Regional Business Concentration Circulator Services
- Central City Regular Route Service
- Fully Developed Suburban Services
- ▨ Developing Area Services
- Rural Paratransit
- ▲ Freestanding Growth Center Circulators



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:

- o 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.
- o 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.
- o 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.
- o 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.
- o 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.

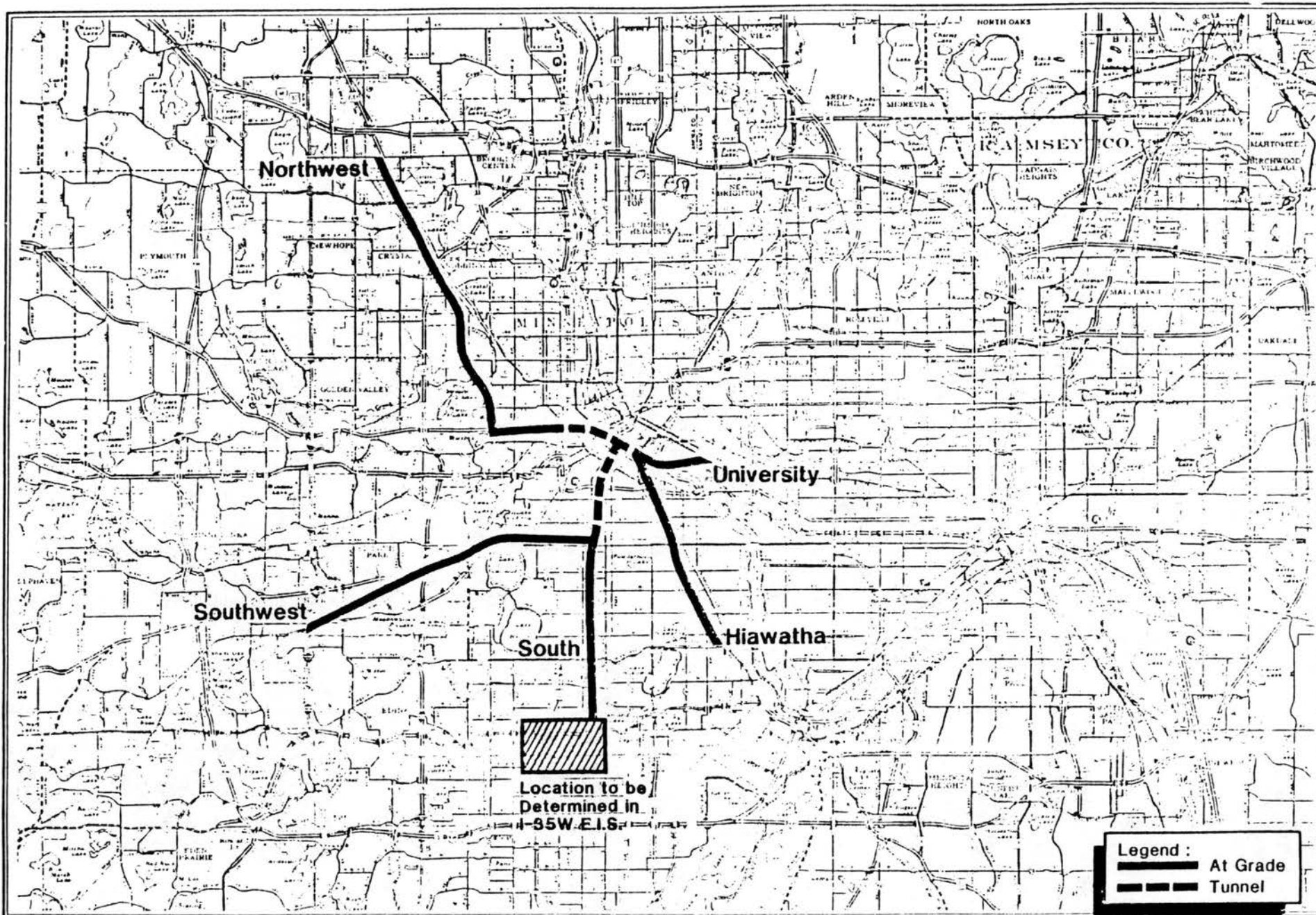


FIGURE 2



HCRRA
Hennepin County Regional Railroad Authority

Comprehensive



Stage I Plan

- o 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."
- o 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.
- o Federal Funding - The HCRRRA 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:

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

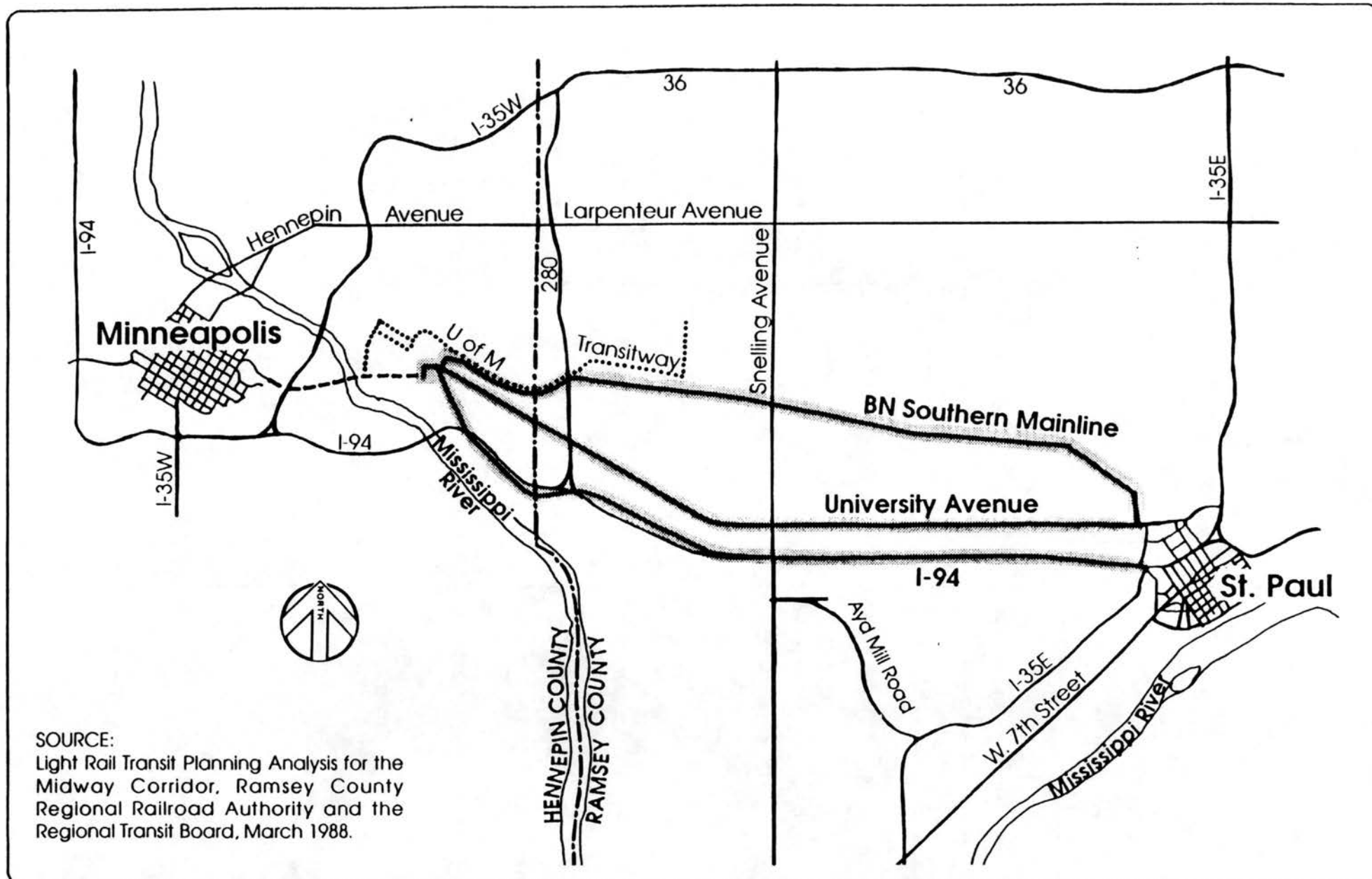
The Comprehensive LRT plan for Anoka County identified two alternative LRT routes in the corridor as shown in the attached map. Based upon the Metropolitan Council LRT System study, potential daily LRT ridership projections range from 19,000 to 27,000. The preferred route will be selected during the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

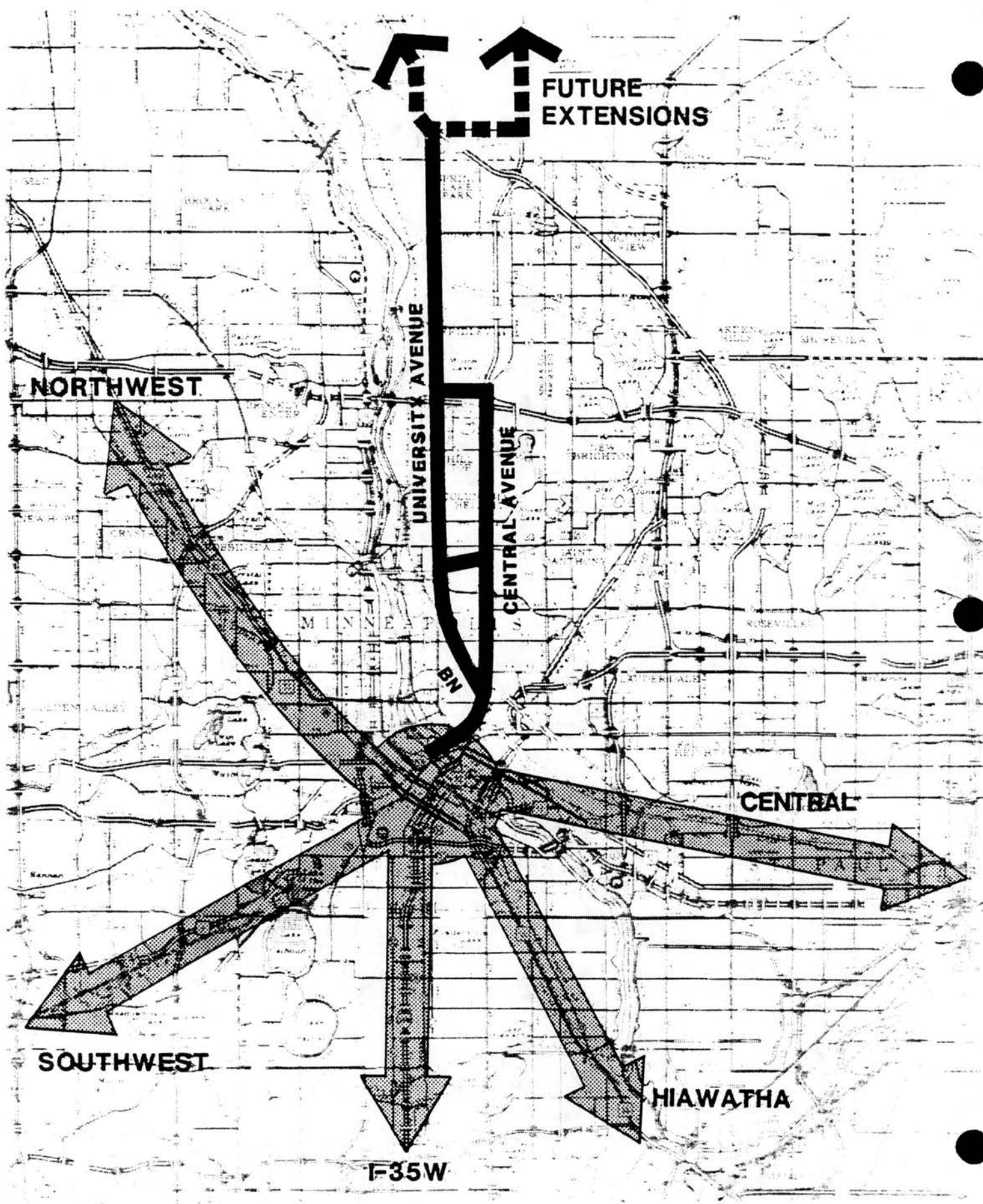


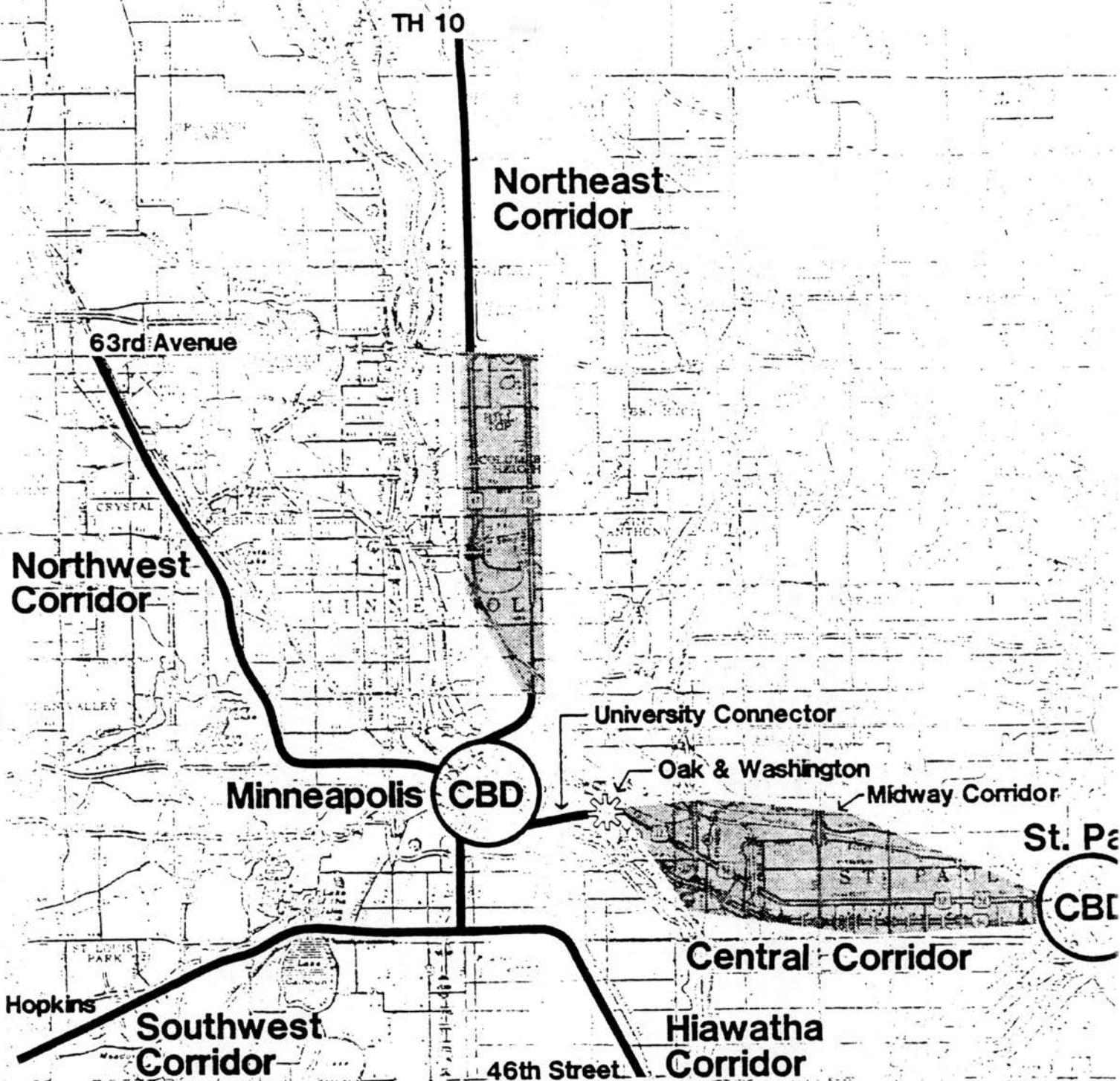
SOURCE:
Light Rail Transit Planning Analysis for the
Midway Corridor, Ramsey County
Regional Railroad Authority and the
Regional Transit Board, March 1988.



SRF

Midway Corridor Alignments





LRT CORRIDORS

Mr. Brian W. Clymer
September 25, 1989
Page 9

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

- o 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.

- o 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.

- o 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

- o 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.

- o 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

Mr. Brian W. Clymer
September 25, 1989
Page 12

- o 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:

- o Agree that the UMTA required Phase I: System Planning activities are completed for the Twin Cities.
- o Designate the Midway Corridor and the Northeast Corridor as overmatch corridors.
- o 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.
- o 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.

Mr. Brian W. Clymer
September 25, 1989
Page 13

- 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

ANOKA COUNTY REGIONAL RAILROAD
AUTHORITY

Michael Ehrlichmann
Chairman

Paul McCarron
Chairman

HENNEPIN COUNTY REGIONAL RAILROAD
AUTHORITY

RAMSEY COUNTY REGIONAL RAILROAD
AUTHORITY

Sam S. Sivanich
Chairman

John T. Finley
Chairman

/j kf

Attachments

cc: Commissioner Earl Gnan, Carver County RRA
Commissioner Donald Chapdelaine, Dakota County RRA
Commissioner William Konarski, 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

REQUEST FOR BOARD ACTION

7

<u>Regional Railroad Authority</u> Originating Department <u>K. DeSpiegelaere</u> <u>11/7/89</u> Authorized Signature Date	Board Action Requested Consider resolution authorizing RCRRA staff to prepare and issue a request for proposal for consultant services for a Northeast Corridor LRT Alignment Study at a cost not to exceed \$300,000. *Action is requested.
--	---

Request Justification

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

<i>Funds not required until award of Contract</i> Budgeting and Accounting <u>Ed Glavits</u> <u>11/8/89</u> County Attorney <u>Neil Marshall</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
--	---------------------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date November 14, 1989 Board Date	Signature Signature Signature	Date 11/8/89 Date
--	--	--



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

RESOLUTION

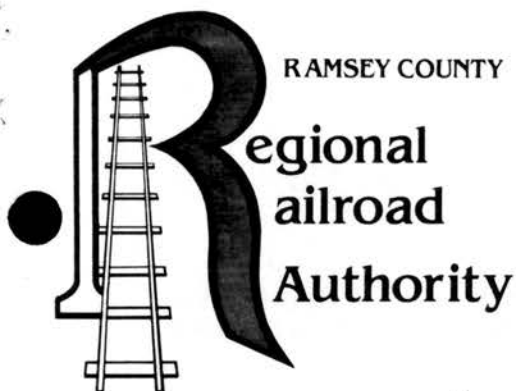
WHEREAS, The Comprehensive LRT Plan for Ramsey County recommends that light rail transit be constructed in the Northeast Corridor within 20 years; and

WHEREAS, The Plan further recommends that alignments within that corridor be studied for their LRT potential quickly; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority staff is directed to prepare and issue a request for proposal for consultant services for the Northeast Corridor LRT Alignment Study.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Northeast Corridor - LRT Alignment Study

DATE: November 6, 1989

The purpose of this memorandum is to request authorization to prepare and issue a request for proposal (RFP) for consultant services for a study of LRT alignments in the Northeast Corridor (map attached).

Background

The Northeast Corridor extends from downtown St. Paul to the north border of Ramsey County. This corridor is recommended for LRT within 20 years in the Comprehensive LRT Plan for Ramsey County and in the regional development plan being prepared by the Regional Transit Board. Ramsey County Regional Railroad Authority (RCRRA), in its Comprehensive LRT Plan, recommends acquisition of Burlington Northern right of way within the Northeast Corridor and a study of alignments for LRT within the corridor. The Metropolitan Council and City of St. Paul have indicated support for a study of LRT alignments in this location.

Alignment Study

Working with a consultant, affected cities, agencies, business and community groups, it is proposed to study potential LRT alignments including, but not necessarily limited to, I-35E, Willard Munger Trail, Burlington Northern, and T.H. 61. Connections into downtown St. Paul and the downtown alignments recommended for LRT in the current Midway Corridor preliminary engineering work will be analyzed.

The study budget will be established at a maximum cost of \$300,000 for consultant work. Funds for 50% of the total estimated cost of \$400,000 will be sought from the Minnesota Department of Transportation.

The study timeline will anticipate a decision on alignment for LRT by RCRRA in this corridor in early 1991.

The Master Plan for trail use of the Burlington Northern alignment will be considered in the LRT alignment study.

A community participation program for the Northeast Corridor alignment study will be presented to you in December.

Recommendation:

Consider the attached resolution authorizing staff to prepare and issue a request for proposal for consultant services for the Northeast Corridor LRT Alignment Study.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

Regional Railroad Authority

Originating Department

K. H. Spiegelkorn
Authorized Signature

11/6/89
Date

Board Action Requested

Consider resolution on Midway Corridor Task Force membership and voting privileges.

*ACTION IS REQUESTED.

Request Justification

- See attached: 1. Proposed resolution.
2. Memorandum from Jill Goski.

Budgeting and Accounting

Ed Glanville 11/8/89

County Attorney

Don Marshall

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

November 14, 1989

Board Date

F. L. Glendenning
Signature

11/8/89

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The membership and voting privileges of the Midway Corridor Task Force were adopted by Ramsey County Regional Railroad Authority on October 10, 1989; Now, Therefore, Be It

RESOLVED, That further clarification of the membership and responsibilities is approved in response to questions from members of the Task Force:

1. No changes in membership of Midway Corridor Task Force.
2. No changes in voting privileges except for clarification of division of vote for District 13 Consortium and Midway Civic and Commerce Association.

District 13 Consortium

District 13 Consortium will have one vote - one-third vote for each of the three district councils in the District 13 Consortium (Snelling-Hamline, Lexington-Hamline, and Merriam Park). In the absence of a representative from a district council the alternate in attendance for that district council will be entitled to vote in place of the representative. If only two of the three district councils in District 13 Consortium are in attendance, then each of those two district councils will be entitled to one-half vote. If only one of the three district councils in District 13 Consortium is in attendance, then that district council will be entitled to one full vote.

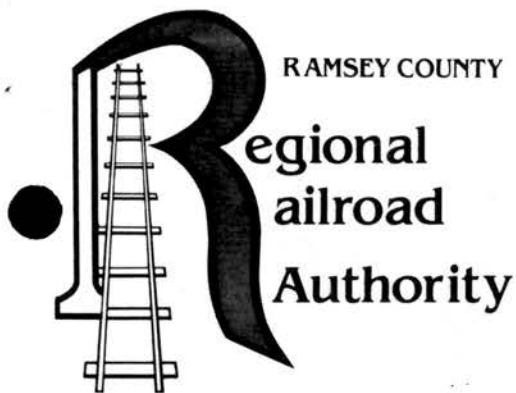
Midway Civic and Commerce Association

Midway Civic and Commerce Association will have four votes - one vote for each of the representatives appointed by the MCCA. In the absence of a representative(s) from MCCA, the alternate(s) for MCCA in attendance will be entitled to vote in place of the representative(s). If less than four of the MCCA representatives and alternates are in attendance, they will be entitled to divide the four MCCA votes equally between the representatives and alternates present.

3. Amend the recommendation process for the task force to recognize that a vote that is not unanimous on major issues facing the Midway Corridor Task Force should be presented in a narrative format with pros and cons as well as individual comments of committee members.
4. Establish a contact at Concordia College and Hamline University. Add their names to the Midway Corridor Task Force mailing list to receive agendas and minutes. They will not, however, be voting members of the task force.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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

John T. Finley, Chairman

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District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Kathy DeSpiegelaere, Director of LRT Planning
FROM: Jill Goski, Community Participation Coordinator *JG*
SUBJECT: Midway Corridor Task Force Membership/Voting Privileges
DATE: November 6, 1989

The Midway Corridor Task Force held its first meeting on November 1. Included as an agenda item was the role of the task force. Several issues relating to the membership and voting privileges for the task force were presented at the meeting. This memorandum provides a summary of the Task Force meeting relative to this item, follow up, and recommendations.

Summary of Midway Corridor Task Force Meeting - Role of the Task Force Agenda Item

The attached Membership Privileges/Responsibilities, which was approved by the RCRRA at its meeting on October 10, was mailed to the representatives and alternates of the Midway Corridor Task Force on October 10 along with the letter of notification of their appointment to the task force, agenda, membership list, and project staff list. Due to the importance of a common understanding of the charge of the task force and the process for accomplishing their charge, this item was presented in detail at the meeting on November 1 with reference directly to the handout. Considerable discussion of this item followed focusing primarily on the membership composition and voting privileges.

Scott Heiderich, representing District 13-Merriam Park District Council, expressed his concern that the committee was weighted in favor of the business community. Scott had previously indicated to me and to Commissioner Ahrens at the Merriam Park forum on September 21 his concern about the fact that the three district councils in the District 13 Consortium would receive only one vote between them.

I checked on this issue with Geraldine Jenkins, Citizen Participation Coordinator for the St. Paul District Councils, before recommending the voting privileges to the RCRRA and was informed that the City's past practice has been to allow only one vote for the entire District 13 Consortium even though there are three separate organizations within the planning district. Other district councils on the Midway Corridor Task Force have a single vote. The voting privileges for the Midway Corridor Task Force were structured to be consistent with the past practice of the City of St. Paul on this issue since we were using their planning district structure to identify this segment of members. In addition, I spoke with the Community Organizers for several of the district councils who affirmed that they understood that the District 13 Consortium would receive only one vote but could appoint three members to share that vote and that information had been communicated to the membership of their organizations before they appointed a representative to the Midway Corridor Task Force.

Scott made a motion at the meeting that the Midway Corridor Task Force recommend to the RCRRA that District 13 be given three votes, one for each of the three organizations represented in the District 13 Consortium. Points of discussion relating to this motion included:

In support - concern that the business community had more voting on the committee than neighborhoods; and

In opposition - concern that allowing District 13 Consortium three votes would not be equitable to the other district councils and concern that the business community needed to be represented on the committee.

The motion failed on a vote of 4 in favor and 10 against.

Steven Madole, representing District 8 Planning Council, made a motion that the four business representatives of the Midway Civic and Commerce Association have their voting authority reduced from four votes to two votes. Points of discussion relating to this motion included:

In support - that businesses already have representation through the district councils and therefore representation through Midway Civic and Commerce is duplicative; and

In opposition - that Midway Civic and Commerce Association represents all businesses from the Capitol to the city limits and from Marshall Avenue north to Energy Park.

The motion failed on a vote of 6-2/3 in favor and 7-1/3 against. Triesta Brown, representing District 11 Planning Council, suggested that RCRRA have representation from Concordia College and Hamline University on the Midway Corridor Task Force. She indicated that Hamline does have representation on the District 11 Council but she was not certain about representation of Concordia through the respective district council.

The RCRRA staff noted that the magnitude of discussion on this issue suggested that the membership and voting privileges be re-examined and that staff would formulate a recommendation to bring to the RCRRA at the November 14 meeting.

Follow-Up

Following the meeting, RCRRA staff contacted several of the Midway Corridor Task Force representatives who had addressed the issues relating to membership and voting privileges at the meeting. In evaluating the feedback from these sources, it appears that the real issue may be more one of concern about all voices, even if not in the majority, being heard on the Midway Corridor Task Force. Although both motions failed, the issues seem to be a significant indicator of discomfort on the part of several representatives regarding the committee process which may affect the success of the task force if not addressed. It appears that reducing the impact of the Midway Task Force vote on important issues where there is a close vote and raising the comfort of members by providing a committee recommendation process on close votes that presents all positions would provide assurance that the RCRRA is interested in the recommendations of all committee members.

Recommendations

1. No changes in membership of Midway Corridor Task Force.
2. No changes in voting privileges except for clarification of division of vote for District 13 Consortium and Midway Civic and Commerce Association.

District 13 Consortium

District 13 Consortium will have one vote - one-third vote for each of the three district councils in the District 13 Consortium (Snelling-Hamline, Lexington-Hamline, and Merriam Park). In the absence of a representative from a district council the alternate in attendance for that district council will be entitled to vote in place of the representative. If only two of the three district councils in District 13 Consortium are in attendance then each of those two district councils will be entitled to one-half vote. If only one of the three district councils in District 13 Consortium is in attendance then that district council will be entitled to one full vote.

Midway Civic and Commerce Association

Midway Civic and Commerce Association will have four votes - one vote for each of the representatives appointed by the MCCA. In the absence of a representative(s) from MCCA the alternate(s) for MCCA in attendance will be entitled to vote in place of the representative(s). If less than four of the MCCA representatives and alternates are in attendance, they will be entitled to divide the four MCCA votes equally between the representatives and alternates present.

3. Amend the recommendation process for the task force to recognize that a vote that is not unanimous on major issues facing the Midway Corridor Task Force should be presented in a narrative format with pros and cons as well as individual comments of committee members.
4. Establish a contact at Concordia College and Hamline University. Add their names to the Midway Corridor Task Force mailing list to receive agendas and minutes. They will not, however, be voting members of the task force.

JG/blk
Attachment

MIDWAY CORRIDOR TASK FORCE
FOR
PHASE I PRELIMINARY ENGINEERING/ENVIRONMENTAL IMPACT STUDY
MEMBERSHIP PRIVILEGES /RESPONSIBILITIES

PROJECT DEFINITION:

The Ramsey County Regional Railroad Authority initiated the Midway Corridor Light Rail Transit Preliminary Engineering Analysis and Environmental Impact Statement in August 1989. This study will provide the means by which the Regional Railroad Authority will select a preferred alignment in the Midway Corridor, including the downtown St. Paul segment. The Midway Corridor work will include 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.

MEMBERSHIP:

- o one representative and alternate from each affected citizen participation planning district in St. Paul: District 6 (North End), District 7 (Thomas-Dale), District 8 (Summit-University), District 10 (Como), District 11 (Midway), District 12 (South/North St. Anthony Park- West Midway), District 13 Consortium (Merriam Park-Lexington Hamline-Snelling Hamline), District 17(Downtown).
- o one representative from Capitol Area Architectural and Planning Board
- o one representative from the State Fair
- o two representatives and two alternates from the affected area in Minneapolis (Prospect Park and Stadium Village)
- o four business representatives

RESPONSIBILITIES:

Assist the Ramsey County Regional Railroad Authority (RCRRA) in the Preliminary Engineering and Environmental Impact Study on the Midway Corridor by:

- o identifying neighborhood concerns associated with potential corridor or alignment use for LRT;
- o reviewing reports relating to the Midway Corridor Preliminary Engineering and Environmental Impact Study

- o making a recommendation to the Ramsey County Regional Railroad Authority on an alignment for LRT in the Midway Corridor.

VOTING PRIVILEGES:

Representatives from the following groups or organizations shall have the power to cast one vote:

1. District 6
2. District 7
3. District 8
4. District 10
5. District 11
6. District 12
7. District 13 Consortium (one vote for the entire Consortium)
8. District 17
9. Capitol Area Architectural and Planning Board
10. Minnesota State Fair
11. Prospect Park Area of Minneapolis
12. Stadium Village of Minneapolis
13. Each of four business representatives

Alternates shall have no voting rights except in the absence of the representative for their group or organization. Alternates in attendance for the absent representative may vote.

CHAIR AND VICE CHAIR:

Ramsey County Regional Railroad Authority will appoint a convenor for the initial meetings. The chair and vice chair of the group are to be elected by the task force at the third meeting of the task force.

MAILINGS:

Minutes agendas and attendance records will be sent to appointing organizations, as well as members and alternates of the Task Force.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>11/7/89</u> Authorized Signature Date	<u>Board Action Requested</u> Approve and authorize payment to BRW, Inc. in the amount of \$22,793.28. <u>*Action is Requested.</u>
---	---

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor. Contract agreement number RCRRA 89-003, in the amount of \$1,398,039 governs the performance of services and terms of payment. The work and accounting documentation is in accordance with contract requirements. Payment in the amount of \$22,793.28 accounts for RCRRA's share of services and costs accrued through September 30, 1989.

- Attachments are:
1. Memorandum from K. DeSpiegelaere
 2. Accounts Payable form and Partial Payment No. 1
 3. BRW Invoice No. 55610 and attachments
 4. Proposed resolution authorizing payment to BRW

Budgeting and Accounting <u>Ed Blauvelt</u> <u>11/7/89</u> County Attorney <u>David M. Muth</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
---	---------------------------------------

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>November 14, 1989</u>	<u>F. L. Glendonning</u>	<u>11/8/89</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-89-003, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

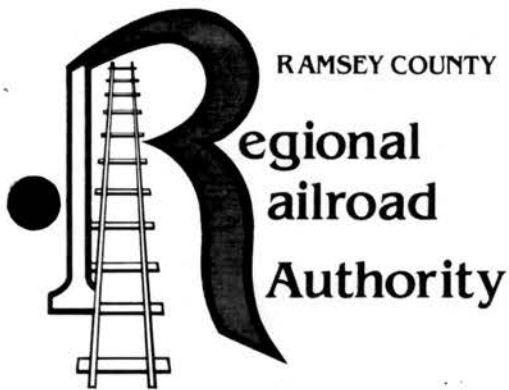
WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through September 30, 1989; and

WHEREAS, BRW, Inc. Invoice No. 55610, Partial Payment No. 1, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through September 30, 1989; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes payment of \$22,793.28 to BRW, Inc. for RCRRA's share of services rendered through September 30, 1989.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Partial Payments to BRW, Inc.

DATE: November 7, 1989

The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor. Contract Agreement Number RCRRA-89-003, in the amount of \$1,398,039, governs the performance of services and terms of payment.

The attached Accounts Payable form, partial payment summary, and BRW, Inc. Invoice No. 55610 and attachments thereto identify all services and costs accrued through September 30, 1989. The work and accounting documentation is in accordance with contract requirements.

Partial Payment documentation does identify cost shares for the RCRRA and HCRRRA in accordance with the First Amendment to Agreement Number RCRRA-89-003. The RCRRA share of Partial Payment No. 1 totals \$22,793.28.

Recommendation:

Authorize payment to BRW, Inc. in the total amount of \$22,793.28.

KD/blk
Attachments

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date November 7, 1989
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA 800	1	
1-2	3-7	8	9-14

WARRANT NO.

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59103	020102	\$22,793.28
15-17	18-20	21-25	26-31	32-41

\$22,793.28

Total

(4) PAY TO: 2
 8 First Name & Initial BRW, Inc. 9-22

Last Name or Firm Name Thresher Square 23-52

3 700 Third Street South 53-76

8 Address Minneapolis, MN 9-32

City 55415 State 33-54 Zip Code 55-59

Soc Sec No OR
 Fed Tax ID 60-71

(5) On Check Stub Put: P4 Partial Pymnt. No. 1, Acct. 59103-020102, Inv 55610

5 Phase I PE/EIS ⁹⁻⁶⁰ Studies, Agreement RCRRA-89-003
 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 _____ Address differs from
 Item 4

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

Preparer's Signature: Bette Kuysh

(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. H. Spiegelauer

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 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 1

PREPARED BY: [Signature]
ENTERED BY: [Signature]

PROJECT: PHASE I PE/EIS STUDIES FOR THE MIDWAY CORRIDOR
CONTRACT AGREEMENT NUMBER RCRRA-89-003

PROJECT COST CENTER: 59103 AGREEMENT NO: PA 800

DATE: 06 NOV 89

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

CONTRACTOR: BRW, INC.
THRESHER SQUARE
700 THIRD STREET SOUTH
MINNEAPOLIS, MN 55415

ACCOUNT NUMBER 59103-020102	PERCENT COMPLETED	1.9%
TOTAL VALUE OF WORK CERTIFIED - 30 SEPT 89		\$27,108.93
LESS 5% RETAINAGE		\$1,355.45
AMOUNT DUE		\$25,753.48
LESS PREVIOUSLY APPROVED PAYMENTS:		\$0.00
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$25,753.48</u>

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

11/7/89 [Signature]
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

11/7/89 [Signature]
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$22,793.28	\$2,960.20	\$25,753.48
PARTIAL PAYMENT NO. 2	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 3	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 4	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 5	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 6	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 7	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 8	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 9	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT TOTAL:	\$22,793.28	\$2,960.20	\$25,753.48

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$1,398,039.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	<u>\$25,753.48</u>
AMOUNT REMAINING ON AGREEMENT	<u>\$1,372,285.52</u>



MINNEAPOLIS • DENVER • PHOENIX • TUCSON • ST. PETERSBURG

INVOICE
55610

Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

DATE: September 30, 1989

JOB NO: 41-8923 through
41-8936, 62-8944

INVOICE PERIOD: September 1 - September 30, 1989
INVOICE DATE: September 30, 1989

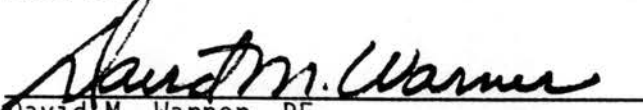
For Professional Services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA 89-003.

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	\$ 23,992.93	\$ 0.00	\$ 23,992.93
Hennepin County RRA	<u>3,116.00</u>	<u>0.00</u>	<u>3,116.00</u>
Total	\$ 27,108.93	\$ 0.00	\$ 27,108.93

NOTE: See the attached details on cost by work tasks and allocation of cost to each RRA.

I hereby certify that the above
statement is just and correct and
payment has not been received.

BRW, INC


David M. Warner, PE
Senior Associate

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA - 89-003
COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRRA

WORK TASK	JOB NUMBER	LABOR*	DIRECT EXPENSES**	TOTAL	RCRRRA ALLOCATION		HCRRRA ALLOCATION	
					%	AMOUNT	%	AMOUNT
0 Project Management	41-8923	\$ 5,265.00	\$ 37.54	\$ 5,302.54	89	\$ 4,719.26	11	\$ 583.28
1 Project Initiation Activities	41-8924	6,800.00	31.38	6,831.38	88	6,011.61	12	819.77
2 Community Participation Program	41-8925	495.00		495.00	90	445.50	10	49.50
3 System Planning and Engineering	41-8926, 62-8944	9,187.50	33.04	9,220.54	88	8,114.08	12	1,106.46
4 Route Engineering and Design	41-8927	964.75	332.45	1,297.20	88	1,141.54	12	155.66
5 Prototypical Station Zone Design	41-8928				90		10	
6 Support Facilities	41-8929				100		0	
7 Cost Analysis	41-8930				88		12	
8 Finance and Management Analysis	41-8931, 41-8936	3,704.75	2.52	3,707.27	90	3,336.54	10	370.73
9 Implementation Planning	41-8932				90		10	
10 Environmental Studies	41-8933	150.00		150.00	88	132.00	12	18.00
11 Select Locally Preferred Alternative	41-8934	105.00		105.00	88	92.40	12	12.60
12 Work Program - Phase II Preliminary Engineering	41-8935				88		12	
TOTAL		\$26,672.00	\$ 436.93	\$ 27,108.93		\$23,992.93		\$ 3,116.00

* See attached labor cost by employee by work tasks.

** See attached listing.

BRW, INC

SEPTEMBER 30, 1989
INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	12.5	130.00	1,625.00
SR. ASSOCIATE			
WARNER, DAVID	44.0	75.00	2,300.00
TECHNICIAN I			
ALDEN, DENISE	0.3	25.00	7.50
ASHLAND, CAROL	0.6	25.00	15.00
FOSTER, JANE	7.0	25.00	175.00
MARTINEZ, JULIE	0.6	25.00	15.00
MOLITOR, LINDA	1.1	25.00	27.50
ZIMMERMAN, MICHAEL	4.0	25.00	100.00
SUBTOTALS	13.6		340.00
TOTALS	70.1		5,265.00

TOTAL LABOR 5,265.00

TOTAL THIS JOB \$ 5,265.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT-PROJECT INIT.

JOB NO. 04189.24

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	24.0	130.00	3,120.00
SR. ASSOCIATE			
WARNER, DAVID	36.0	75.00	2,700.00
ASSOCIATE			
HEPPELMANN, TONY	2.0	70.00	140.00
PROFESSIONAL II			
IDZOREK, EDWARD	10.0	55.00	550.00
TECHNICIAN III			
PATRICK, CHRISTOPHER	4.0	35.00	140.00
TECHNICIAN I			
ASHLAND, CAROL	1.7	25.00	42.50
FOSTER, JANE	2.6	25.00	65.00
MOLITOR, LINDA	1.7	25.00	42.50
SUBTOTALS	6.0		150.00
TOTALS	82.0		6,500.00

TOTAL LABOR 6,800.00

TOTAL THIS JOB \$ 6,800.00
=====

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.25

MIDWAY LRT-COMMUNITY PAR

JOB NO. 04189.25

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	1.5	130.00	195.00
SR. ASSOCIATE			
WARNER, DAVID	4.0	75.00	300.00
TOTALS	5.5		495.00
		TOTAL LABOR	495.00

TOTAL THIS JOB \$ 495.00

MIDWAY LRT-SYSTEM PLAN.

JOB NO. 04189.26

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	1.5	130.00	195.00
SR. ASSOCIATE			
WARNER, DAVID	26.0	75.00	1,950.00
PROFESSIONAL II			
NILES, MARK	117.5	55.00	6,462.50
TECHNICIAN I			
JENSEN, KENNETH	0.5	25.00	12.50

BEWA INCL

INVOICE NO DEAPT
JOB NO 04185.23

LAMPPA, JASON	8.0	25.00	200.00
SHEFFIELD, MARK	1.5	25.00	37.50
SUBTOTALS	10.0		250.00
TOTALS	155.0		6,857.50

TOTAL LABOR 6,857.50

TOTAL THIS JOB \$ 8,857.50

MIDWAY LRT-ROUTE ENG.

JOB NO. 04189.27

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	3.0	75.00	225.00
PROFESSIONAL II			
IDZOREK, EDWARD	4.0	55.00	220.00
SR. TECHNICIAN			
BARTEL, DAVID	1.0	40.00	40.00
TECHNICIAN III			
PATRICK, CHRISTOPHER	10.5	35.00	367.50
TECHNICIAN II			
HAWKINSON, TOM	0.3	32.50	9.75
TECHNICIAN I			
BEYER, GINA	1.1	25.00	27.50
JENSEN, KENNETH	0.5	25.00	12.50
SHEFFIELD, MARK	2.5	25.00	62.50
SUBTOTALS	4.1		102.50
TOTALS	22.9		964.75

TOTAL LABOR 964.75

TOTAL THIS JOB \$ 964.75

BRN, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT-FINANCE & MAN

JOB NO. 04189.31

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
TECHNICIAN I			
MARTINEZ, JULIE	0.2	25.00	5.00
		TOTAL LABOR	5.00

TOTAL THIS JOB \$ 5.00

MIDWAY LRT-ENVIRON. STDY

JOB NO. 04189.33

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	2.0	75.00	150.00
		TOTAL LABOR	150.00

TOTAL THIS JOB \$ 150.00

BRW, 10/11

INVOICE NO. DRAFT
JOB NO. 04189.33

MIDWAY LRT-LOCAL PREF.

JOB NO. 04189.34

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
TECHNICIAN III			
PATRICK, CHRISTOPHER	3.0	35.00	105.00
		TOTAL LABOR	105.00

TOTAL THIS JOB \$ 105.00
=====

MN-DOT LRT GRANT APPLIC.

JOB NO. 04189.36

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	2.0	75.00	150.00
SR. PROFESSIONAL			
EILER, STEPHANIE	47.5	65.00	3,087.50
TECHNICIAN III			
PATRICK, CHRISTOPHER	8.0	35.00	280.00
TECHNICIAN II			
HAWKINSON, TOM	0.3	32.50	9.75
TECHNICIAN I			
ASHLAND, CAROL	0.8	25.00	20.00
BUSTER, SHARI	3.7	25.00	92.50
KLAAS, SHARON	0.5	25.00	12.50

SEW. INC

INVOICE NO. DRAFT
JOB NO. 04189 23

MARTINEZ JULIE	1.0	25.00	25.00
SHEFFIELD, MARK	0.9	25.00	22.50
SUBTOTALS	6.9		172.50
TOTALS	64.7		3,699.75

TOTAL LABOR 3,699.75

TOTAL THIS JOB \$ 3,699.75

RCRRA SYSTEM PLAN/ENG

JOB NO. 06289.44

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II WENDE, SCOTT	6.0	55.00	330.00
TOTAL LABOR			330.00

TOTAL THIS JOB \$ 330.00

INVOICE TOTALS

TOTAL LABOR	26,672.00
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

26,672.00



BRW, INC.
THRESHER SQUARE, 700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415

PLANNING
TRANSPORTATION
ENGINEERING
URBAN DESIGN

GRAPHIC
REPRODUCTION
DEPARTMENT

Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

JOB NO.

41-8923 through 41-8936,
62-8944

Project Name: Midway LRT

CAMERA DEPARTMENT

Date	Quantity	Description	Unit Price	Total
9/8/89	4	Base Map and Title Block	\$ 2.00	\$ 8.00
9/13/89	1	Photostats of Base Map	4.35	4.35
9/13/89	1	Photostats of Base Map	9.00	9.00
9/13/89	1	Photostats of Base Map	.90	0.90
9/13/89	1	Photostats of Base Map	9.00	9.00

Subtotal Camera Department \$ 31.25

XEROX DEPARTMENT

Date	No. Orig.	No. Copies	Description	Unit Price	Total
9/7/89	21	3	Copies for Mn/DOT Grant Application - LRT Funding	\$.04	\$ 2.52
9/13/89	1	30	Meeting Handouts of Base Map	.04	1.20

Subtotal Xerox Department \$ 3.72

TOTAL DUE THIS INVOICE \$ 34.97

ATTACHMENT NUMBER 3
AGREEMENT NO. RCRRA - 89-003
INVOICE PERIOD: September 1, 1989 - September 30, 1989

Direct Expenses

BRW Graphic Reproduction Department	\$ 34.97
Mileage/Parking	101.96
Miscellaneous Materials/Services	<u>300.00</u>
	\$ 436.93

Subcontractors

None This Month	\$ 0.00
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