

Ramsey County Regional Railroad Authority. Records.

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Version 3
August 20, 2018

RAMSEY COUNTY
Regional Railroad Authority

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

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

file in RCRRA book

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Work Session - October 30, 1989

DATE: October 23, 1989

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

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

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

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 10/18/89
Authorized Signature Date

Board Action Requested

Authorize Chairman of RCRRA to sign letter to UMTA.

***Action is Requested.**

Request Justification

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

Budgeting and Accounting Reviewed by Mark Johnson 10/19/89
County Attorney Donal MacMiller
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 T. L. Glendenning 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

RAMSEY COUNTY
Regional Railroad Authority

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MEMORANDUM

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

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Federal Funding for Midway Corridor

DATE: October 18, 1989

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

The information you requested was:

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

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

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

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

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

Hennepin County Federal Grant Applications

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

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

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

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

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

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

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

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

Federal EIS for University Connector

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

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

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

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

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

Length of Time for Federal Process Related to Costs

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

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

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

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

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

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

YEARS TO BREAK EVEN WITH FEDERAL GRANT

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

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

Other Considerations

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

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

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

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

Recommendation

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

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

KD/blk
Attachments

ATTACHMENT 1

U.S. Department of Transportation
Urban Mass Transportation Administration

The Administrator

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

MAY 30 1989



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

RE: Program No. MN-08-0058

Dear Mr. Sivanich:

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

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

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

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

Sincerely,

Alfred A. DelliBovi

Alfred A. DelliBovi

Enclosures

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

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

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

8

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 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

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

SUMMARY OF SYSTEM PLANNING ACTIVITIES IN THE TWIN CITIES

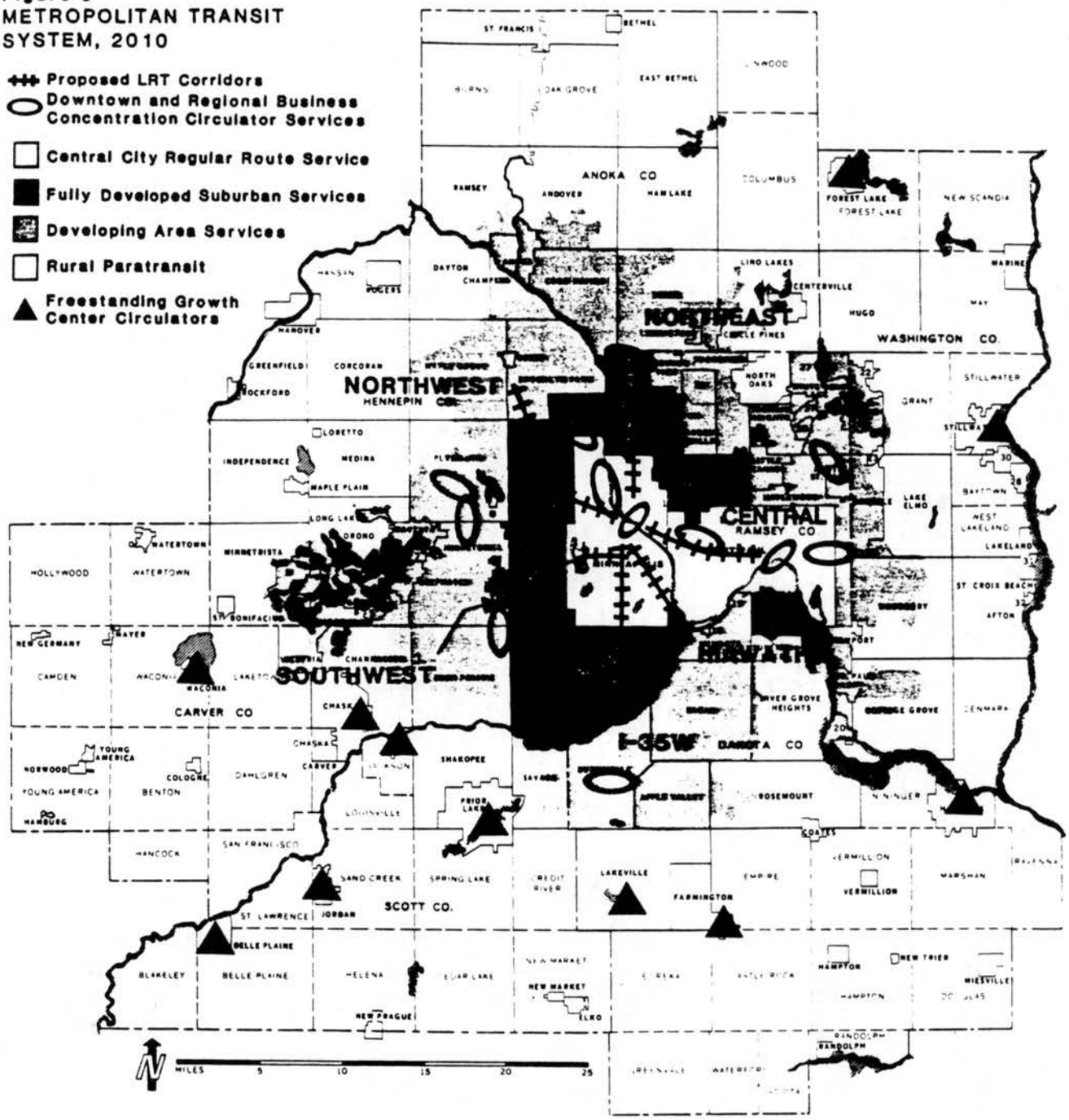
UMTA is familiar with the numerous transit studies that have been completed over the past twenty years in the Twin Cities. The region has evaluated heavy rail, light rail, automated guideway transit, busway/high occupancy vehicle lanes, personal rapid transit, and various transportation system management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

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

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

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

Figure 3
METROPOLITAN TRANSIT SYSTEM, 2010



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

STATUS OF LRT PLANNING IN THE TWIN CITIES

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

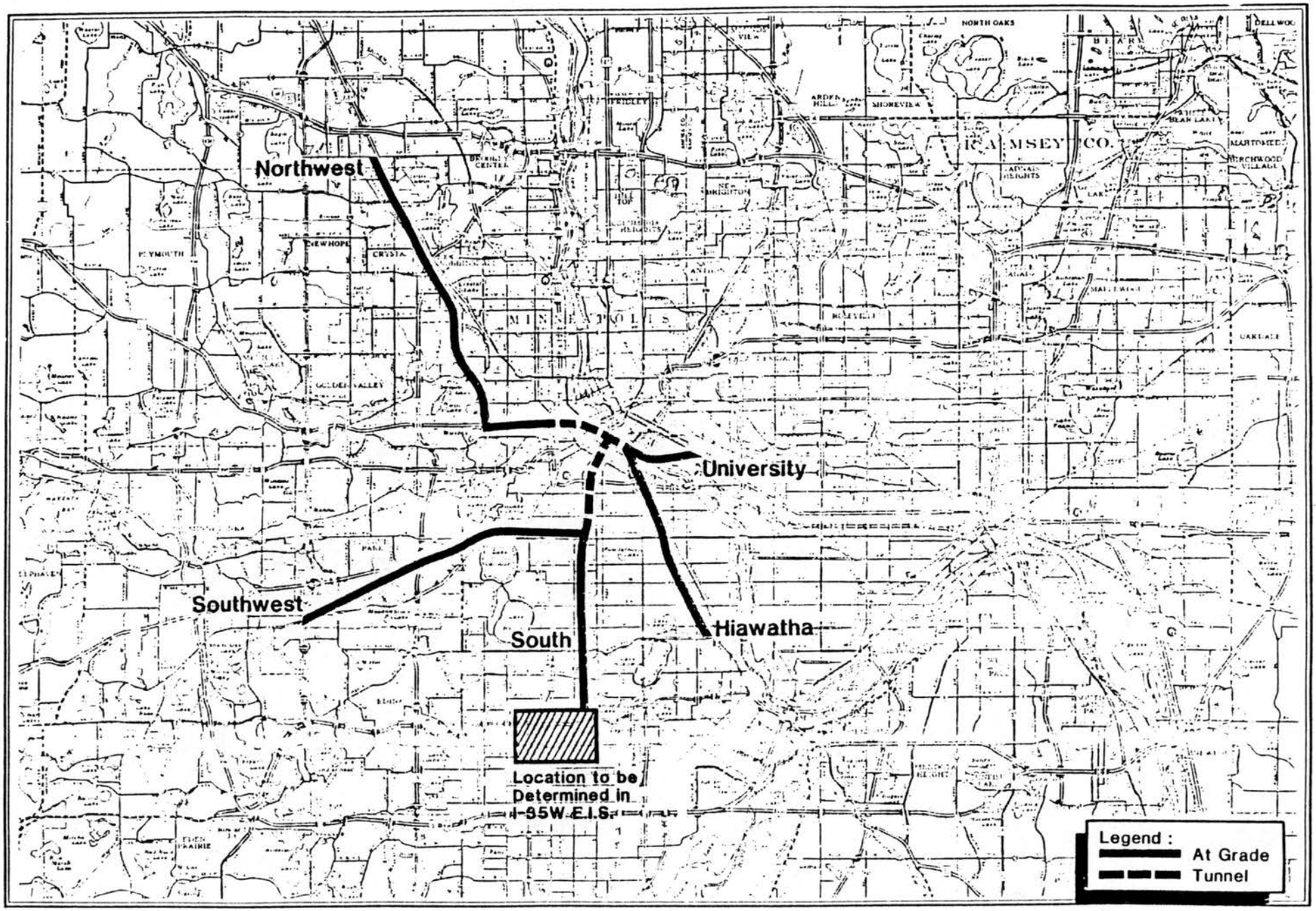
- Hennepin County Comprehensive LRT System Plan - The plan was approved by the Hennepin County Regional Railroad Authority (HCRRA) in June 1988. The Stage I plan (See attached figure.) includes 29.1 miles of LRT service and is estimated to cost $497 million. Over 150 public meetings were held prior to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

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

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

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

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



HCRRA

Comprehensive

BRW

FIGURE 2

Stage I Plan

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

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

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

OVERVIEW OF MIDWAY CORRIDOR

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

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

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

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

- o Serves many neighborhoods with transit dependents.

OVERVIEW OF NORTHEAST CORRIDOR

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

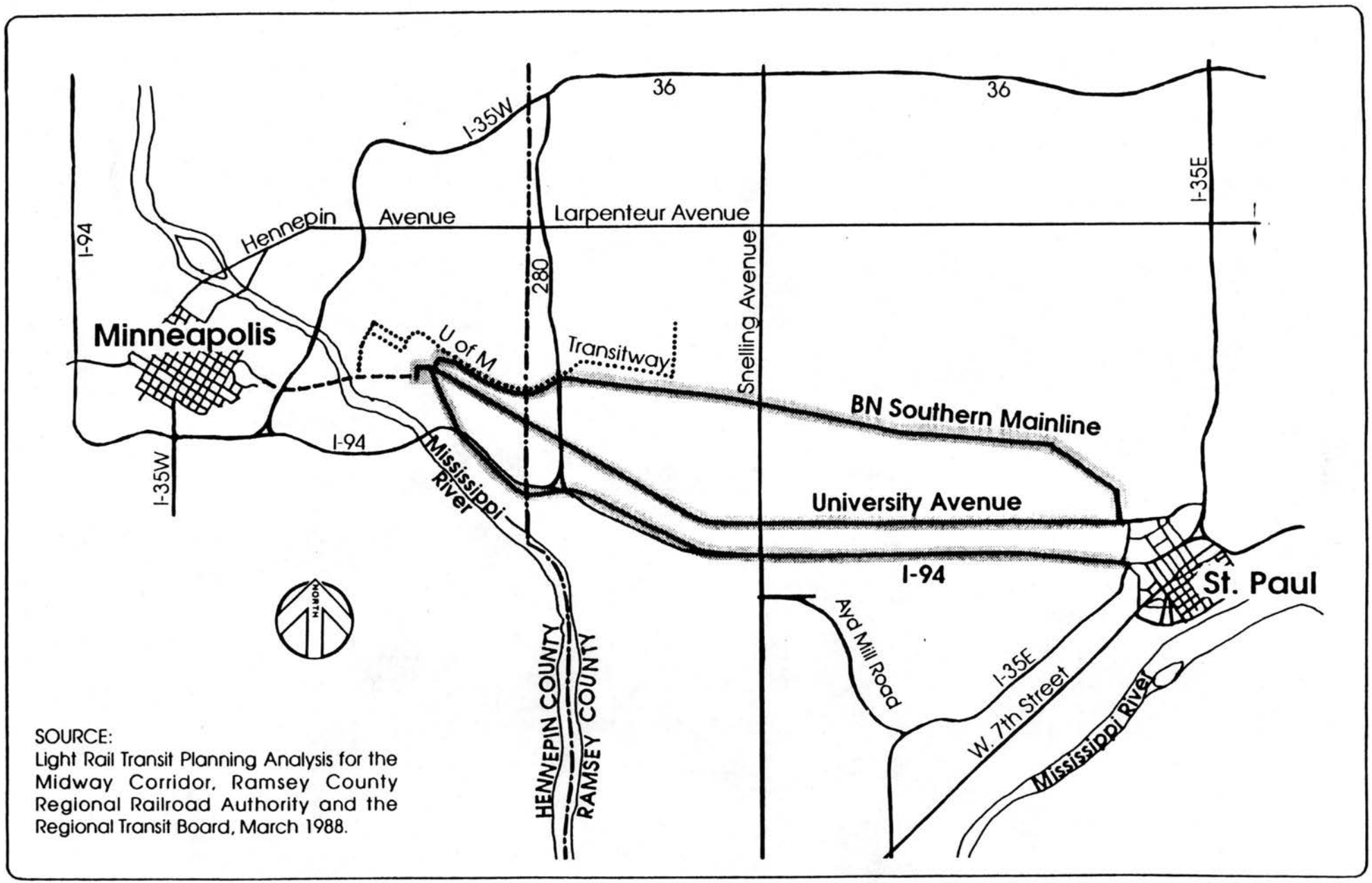
The Comprehensive LRT plan for Anoka County identified two alternative LRT routes in the corridor as shown in the attached map. Based upon the Metropolitan Council LRT System study, potential daily LRT ridership projections range from 19,000 to 27,000. The preferred route will be selected during the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

FINANCIAL APPROACH

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

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

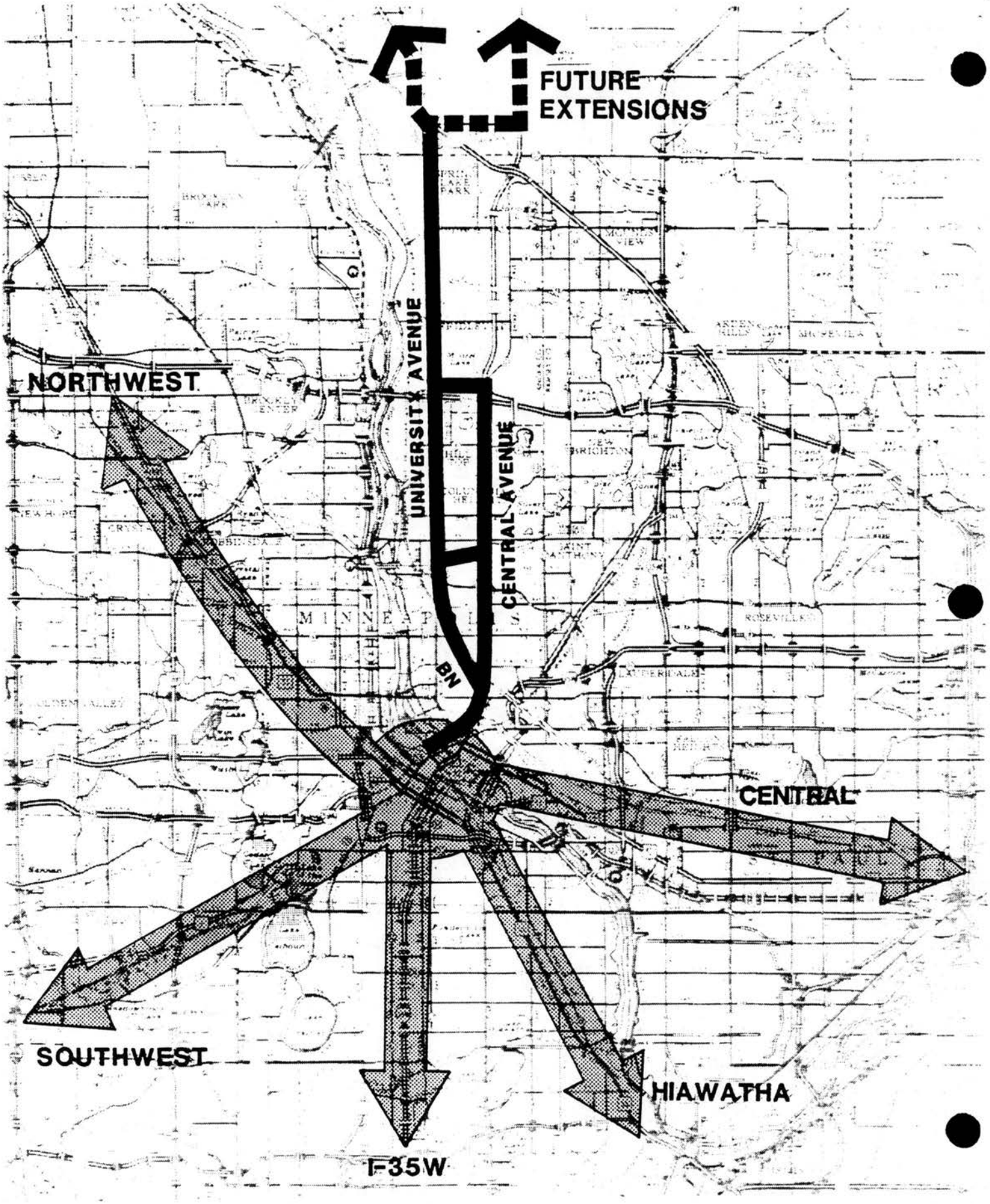
CORRIDOR	CAPITAL COST (1988 Millions)
Midway Corridor	
- Downtown St. Paul	$48
- Edge of Downtown to Ramsey County Boundary	$107 - 134*
- Hennepin County Boundary to Oak/Washington	$20 - 26*
Northeast Corridor	
- Anoka County	$90 - 103*
- Hennepin County	$67-77*

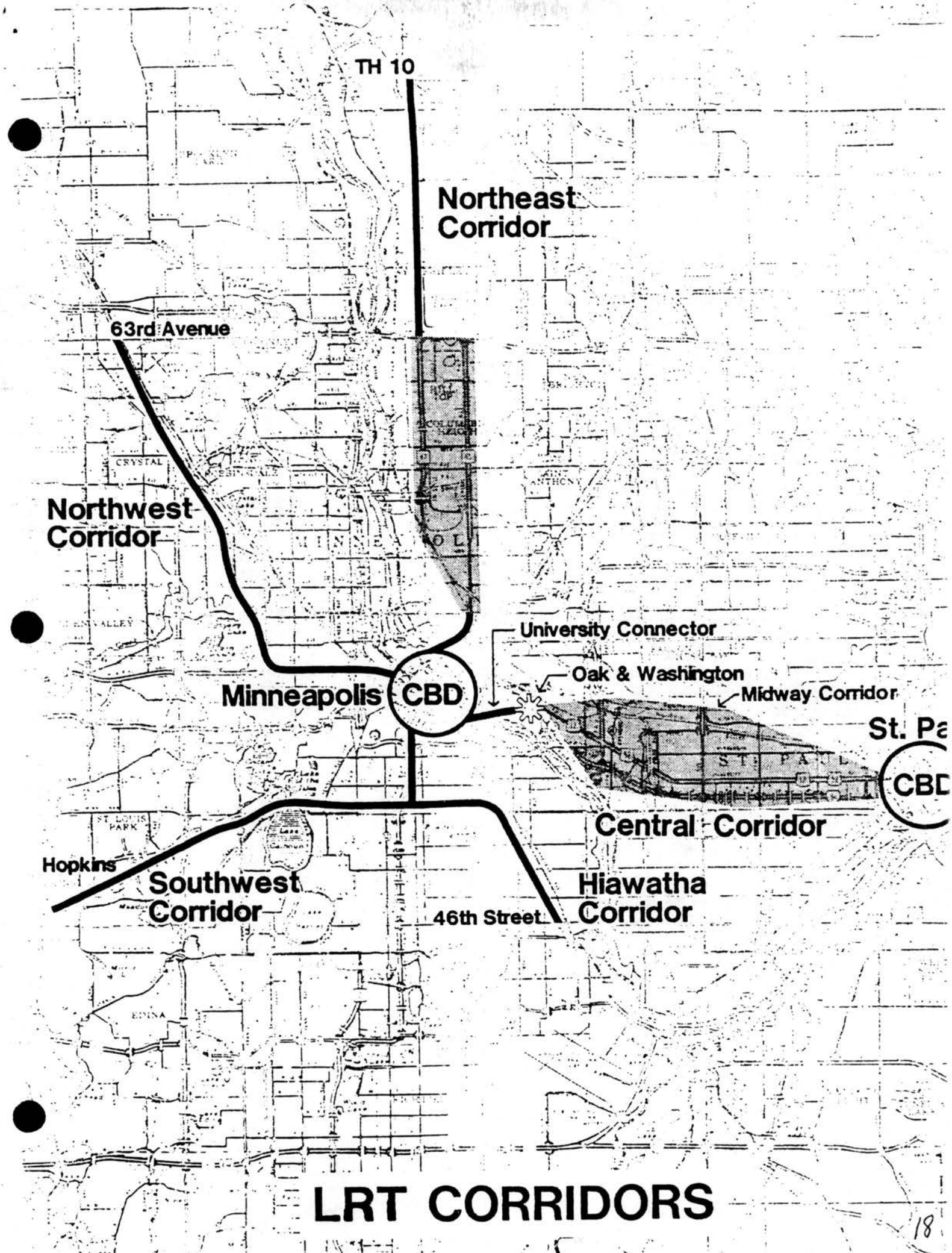


SOURCE:
Light Rail Transit Planning Analysis for the Midway Corridor, Ramsey County Regional Railroad Authority and the Regional Transit Board, March 1988.

SRF

Midway Corridor Alignments


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


TH 10
Northeast Corridor
63rd Avenue
Northwest Corridor
University Connector
Oak & Washington
Midway Corridor
Minneapolis CBD
St. Pa
CBD
Central Corridor
Hopkins
Southwest Corridor
Hiawatha Corridor
46th Street
LRT CORRIDORS

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

* Depends Upon Alignment

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

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

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

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

- the federal share would be allocated as follows:

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

Thus, Midway and Northeast Corridors would be overmatch corridors.

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

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

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

LOCAL FINANCIAL CAPABILITY

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

- The taxing capability of the three Railroad Authorities includes:

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

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

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

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

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

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

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

YEAR	PROPERTY TAX	STATE CONTRIBUTION
1984		
1985		
1986		
1987		
1988		
1989		

ADDITIONAL WORK BEING COMPLETED

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

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

REQUESTS OF UMTA

The following requests are made of UMTA:

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

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

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

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

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

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

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

We await your response.

Sincerely yours,

REGIONAL TRANSIT BOARD

Michael Ehrlichmann
Chairman

ANOKA COUNTY REGIONAL RAILROAD AUTHORITY

Paul McCarron
Chairman

HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY

Sam S. Sivanich
Chairman

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

John T. Finley
Chairman

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

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY
MEETING AND WORK SESSION
OCTOBER 30, 1989
10:00 AM - 1:00 P.M.
ST. PAUL HOTEL 350 MARKET STREET
HILL ROOM-MAIN FLOOR

AGENDA

10:00 - 10:30 Regional Railroad Authority Meeting - Federal Funding Issue

WORK SESSION

10:30 Chairman's Comments - Commissioner John Finley

10:35 Format and Schedule - Jim Tolaas

COMPREHENSIVE PLAN - REVIEW OF COMMENTS

10:40 Review/Schedule
Jill Goski
Ferrol Robinson
Kathy DeSpiegelaere

10:55 Recommendations on how to revise plan
Kathy DeSpiegelaere
Ferrol Robinson

Additional suggestions Commissioners have received on plan

Discussion

REGIONAL LRT DEVELOPMENT AND FINANCIAL PLAN/COORDINATION PLAN

11:25 Summary of what needs to be done - Kathy DeSpiegelaere

11:30 Summary of technical analysis - Peter Fausch

11:35 Issues facing Joint LRT Advisory Committee/ RTB

Discussion

PRELIMINARY ENGINEERING/ALIGNMENT STUDIES

12:00 Progress on Midway Corridor - Jim Tolaas

12:05 Additional steps on other corridors - Jill Goski

12:10 Consideration of type of service - Kathy DeSpiegelaere

12:15 Recommendations - Kathy DeSpiegelaere

Discussion

12:30 Concluding comments - Chairman John Finley

Lunch

TABLE OF CONTENTS

	Page
Comprehensive LRT Plan	
- Summary of comments	1
- Recommendations	5
Regional LRT Plans	
- Summary of what needs to be completed	13
Preliminary Engineering/Alignment Studies	
- Progress on Midway Corridor	14
- Additional steps	15
- Consideration of type of service	17
- Recommendations	20
Public Record of Comments	
- Comprehensive LRT Plan	

SUMMARY OF WRITTEN COMMENTS
COMPREHENSIVE LRT PLAN

The comments received on the Comprehensive LRT Plan for Ramsey County are incorporated as they were submitted in a public record. It is a difficult task to summarize the comments because the details they contain are important. Yet in order to make decisions on some of the broader aspects of the Comprehensive Plan so that it can be revised, a distillation and categorization of those comments is required. A review of the complete public record is encouraged so that details will be reviewed.

Written comments were received from individuals and organizations. Questions/comments from the eight public forums and the public hearing are contained in the public record.

The major areas addressed in written comments are:

Recommendation to construct LRT in six corridors in 20 years

- o Do it sooner - Brian Taylor
- o Support - St. Paul Area Chamber of Commerce
- o Prioritize them - Metropolitan Council
- o Should be a referendum - Valerie Liston
- o Premature to conclude that - Citizens Advisory Committee
- o Need not prioritize further - St. Paul Area Chamber of Commerce
- o Construct on basis of coordination with other counties and as development occurs - Richard Kramer

Downtown St. Paul

- o Prefer St. Peter/Cedar - St. Paul Convention Bureau
- o Opposed to tunnel - Brian Taylor
- o Favor tunnel - Mary Byrne

South Corridor

- o Ridership estimates should be higher - Dakota County

South/Southwest Corridor

- o Consider different options - Dakota County

Northwest Corridor

- o Interested in it - Falcon Heights
- o Specifics related to U of M - University of Minnesota

- o Extremely interested - Minnesota State Fair
- o Should follow Snelling, not I-35W alignment - St. Paul Convention Bureau

Midway Corridor

- o No to University Avenue alignment - Midway Chevrolet
- o Consider LRT on U of M transitway - MTC

Southeast Corridor

- o Consider growth in Washington County - Senator Bill Diessner

East/West Crosstown Corridor

- o Should accommodate trips with no transfer from Oakdale/Stillwater to downtown St. Paul - Washington County

East Corridor

- o Prefer alignment on I-94 to Minnehaha Avenue - Washington County

Northeast Corridor

- o Recommendation for RCRRA to acquire BN right of way is consistent with Metropolitan Council action - Metropolitan Council
- o Consider swap of Northeast BN with Willard Munger/Soo Line - Metropolitan Council
- o Consider other alignments in addition to BN in Northeast Corridor - TAB LRT Committee
- o Traffic generators listed are questionable - TAB LRT Committee
- o Support RCRRA acquisition of BN - St. Paul
- o Initiate alignment studies soon - City of St. Paul and Citizens Advisory Committee
- o Prefer BN to T.H. 61 alignment for LRT - Washington County
- o BN should be acquired by Metropolitan Council, not RCRRA - Paul Gilliland
- o Prefer Willard Munger/Soo Line to BN alignment for LRT - Paul Gilliland, Richard Kramer
- o Acquisition of BN shouldn't be with property tax funds - St. Paul Councilmember Tom Dimond
- o High priority for LRT is not justified - Richard Kramer
- o Overlaps East Corridor leaving downtown - Councilmember Tom Dimond

- o Why acquire BN when no specific alignment has been selected yet - Councilmember Tom Dimond
- o St. Paul has already committed $.5 million to trail - Councilmember Tom Dimond
- o BN should be a trail, not LRT - Councilmember Tom Dimond
- o St. Paul is the proper body to implement use of BN right of way - Councilmember Tom Dimond
- o Opposed to LRT on BN - Mr. and Mrs. William Freeman
- o Opposed to LRT on BN - Linda Boand
- o Support acquisition and LRT use of BN - St. Paul Area Chamber of Commerce
- o Support public acquisition - Eastside Soccer Club

Costs

- o Include vehicles in cost estimates - Metropolitan Council
- o Include all costs (right of way, maintenance facilities) - St. Paul, Richard Kramer

Funding

- o Commit to local funding - Metropolitan Council
- o Consider joint development - Metropolitan Council
- o Relate funding scenarios to capital costs - St. Paul
- o Don't reduce funds for cities/counties feeding LRT by auto or bus. Link funds to services provided - Washington County
- o Finance by users, benefiting properties, highway user fees - James DeBenedet
- o Suggest sales tax, motor vehicle excise, or gas tax - St. Paul Area Chamber of Commerce
- o Not in favor of property, income, payroll, or hotel tax - St. Paul Area Chamber of Commerce
- o Be specific about what RCRRA will commit to planning, construction - Richard Kramer

Cost Concerns

- o Bruce Davis, Valerie Liston, Lisa Lee, Mr. and Mrs. Freeman

Ridership

- o Assess - Metropolitan Council

- o Projections for Midway Corridor too high - MTC
- o Re-examine - Richard Kramer

Maintenance Facility

- o Capacity of facility proposed by Hennepin County may be insufficient to serve needs - MTC

High Platforms

- o Opposed - Paul Gilliland

Growth

- o Commend RCRRA for recognizing variability - Washington County

Neighborhood Impacts

- o Consider them - Metropolitan Council
- o Plan doesn't recognize impact of operating LRT in neighborhoods - Paul Gilliland
- o Take a positive approach to neighborhood impacts of LRT. Use it to benefit neighborhoods - Ann Pace

Public education needed to foster transit use

Valerie Liston, Mary Byrne

Public Participation

- o Should not be construed as broad support for LRT - Paul Gilliland
- o Citizen committees and task forces weren't broadly representative - Paul Gilliland
- o Commend RCRRA for thorough process - Metropolitan Council

Coordination

- o Encouraged - Metropolitan Council
- o Adopt guidelines and methodology for how St. Paul and others will be involved in LRT planning and decisions - St. Paul
- o Continue - U of M, CAAPB, Minnesota State Fair

Bus service

- o Pressure MTC to upgrade - Richard Kramer

Right of Way

- o Discuss possible disposition of right of way - Richard Kramer

Recommendations On How To Revise Comprehensive LRT Plan

1. Schedule

   Consider if adoption of this plan should be delayed until Washington and Dakota Counties complete their plans. Consider if this plan should be revised to reflect regional LRT plans.

2. South and South/Southwest corridors

   Options:

   A. Leave separate in Comprehensive LRT Plan.

   B. Delete South/Southwest, combine into South.

   Recommendation: Option B

3. Prioritization of LRT corridors

   Options:

   A. Leave as is in Comprehensive LRT Plan; Midway first; Northwest, Northeast, East, South, South/Southwest second; East/West Crosstown, Southeast, Southwest beyond 20-year schedule.

   B. Midway first; Northwest, Northeast, South in 20 years, remainder beyond.

   C. Other

   Recommendation: Option B

4. Costs/Ridership

   Recommendation: Revise to reflect more current information.

5. Funding

   Option:

   Consider if RCRRA wants to take a position on preferred funding sources based on more current information.

OVERALL LRT PLAN RECOMMENDATIONS

Following review and comment by the Intergovernmental Committee, the Technical Committee, the Citizens Advisory Committee and the Northeast Corridor Task Force, the Ramsey County Regional Railroad Authority made the following recommendations for LRT planning in Ramsey County.

1. LRT should be constructed in the Midway, Northwest, Northeast, East, South and South-Southwest Corridors in the next 20 years.

2. The Midway Corridor should be the first priority for construction of light rail transit.

3. A determination should be made about the timing for constructing LRT in the remaining five corridors depending upon the availability of funding, right-of-way opportunities and Ramsey County Regional Railroad Authority's goals.

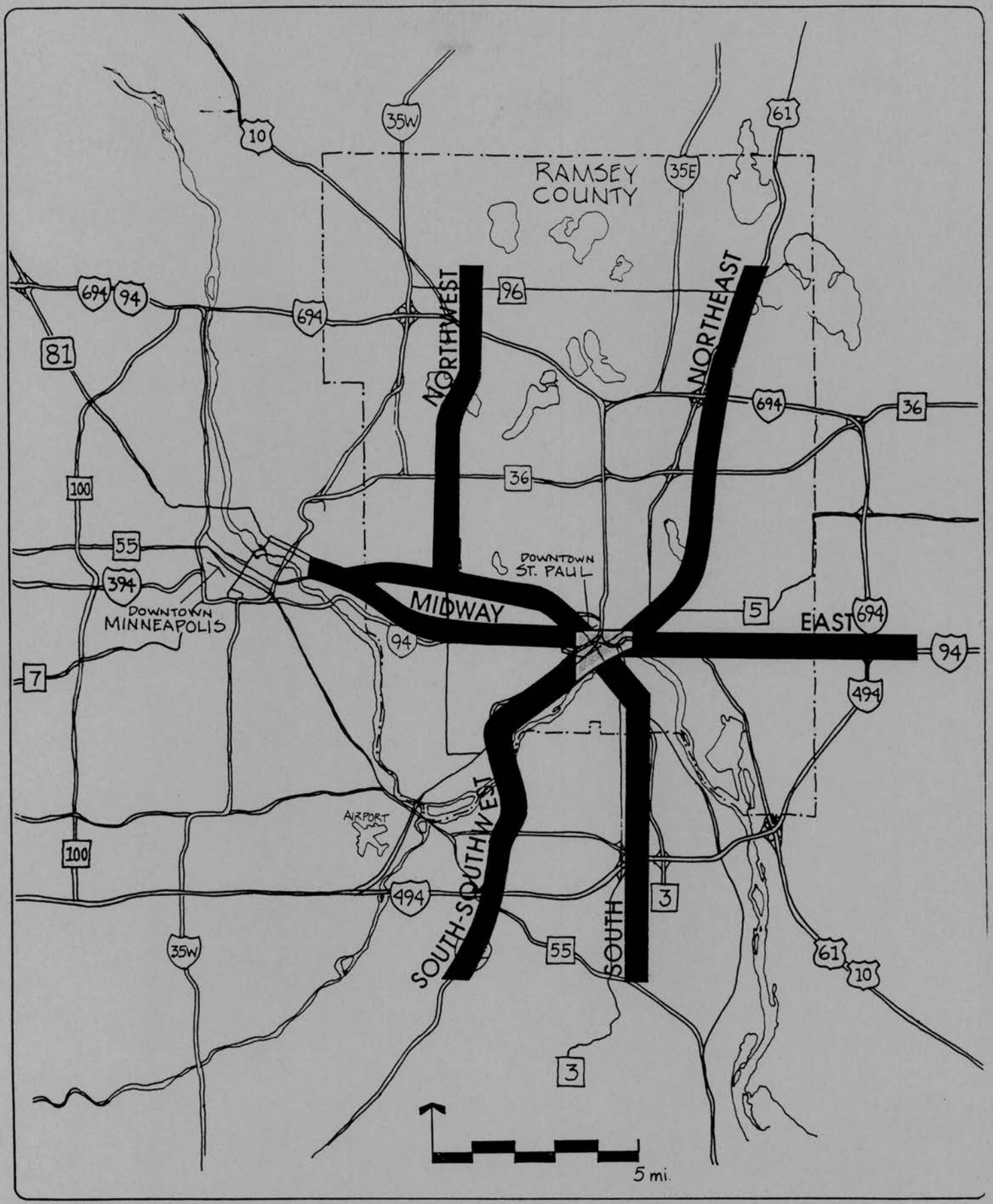
4. Ramsey County Regional Railroad Authority should monitor opportunities for transportation improvements within the six potential LRT corridors and conduct studies as necessary to provide details about integration of LRT with those proposed improvements and determine an appropriate level of cost participation and need for acquisition of right-of-way for those improvements.

5. LRT potential and right-of-way opportunities should be monitored for the Southwest, Southeast and East-West Crosstown Corridors.

6. Ramsey County Regional Railroad Authority should take immediate steps to acquire the Burlington Northern right-of-way in the Northeast Corridor because of the feasibility for light rail transit and the availability of right-of-way in this area. Ramsey County Regional Railroad Authority should conduct preliminary engineering studies on the Northeast Corridor within the next five years including, but not limited to, the issue of potential for joint use.

RECOMMENDED REGIONAL LRT CORRIDORS

The recommended plan for light rail transit in Ramsey County is shown in Figure 25. All Level 1 corridors analyzed during plan preparation (see Chapter 4) are recommended for LRT. These corridors are: Midway, Northwest, Northeast,



Ramsey County Regional Railroad Authority

SRF

RAMSEY COUNTY COMPREHENSIVE LRT PLAN

PROPOSED PHASE I CORRIDORS

PROJECTED LRT RIDERSHIP IN 2010

Corridor	Draft Plan Passengers Per Day	Proposed Revision Passengers Per Day
Midway	33,000 - 47,000	33,000 - 47,000
Northwest	16,000	14,000 - 16,000
Northeast	13,000	11,000 - 13,000
East	9,000	8,000 - 9,000
South	15,000	16,000 - 18,000
South/Southwest	12,000	11,000 - 12,000

TABLE 3
PRELIMINARY COSTS OF POTENTIAL LRT CORRIDORS (a)

Corridor	Miles	Estimated Capital Costs (Millions)	Vehicles	Capital Cost Including Vehicles
Midway (b)	6.1-6.4	$ 63 - 93	26 - 33	$102 - 143
Northwest	7.7-9.5	120 - 154	10 - 12	135 - 172
Northeast	10.9-11.3	92 - 146	10	107 - 161
East (c)	7.8-8.8	123 - 125	8 - 10	135 - 140
South (d)	8.0-8.5	133 - 151	8 - 10	145 - 166
South- (e) Southwest	12.8	177 - 179	10	192 - 194
Downtown & Connectors	3.4	48	-	48

(a) Does not include right-of-way or maintenance facilities costs.

(b) Oak Street to edge of Downtown St. Paul. Source: "Light Rail Transit Planning Analysis for the Midway Corridor." 1.0 - 1.5 miles of the alignment is in HENNEPIN COUNTY.

(c) Connects to the Northeast Corridor. Length of corridor east of the Northeast Corridor is 7.3 miles on I-94. 2.6 miles of the alignment is in WASHINGTON COUNTY.

(d) 6.1 - 6.2 miles of the alignment is in DAKOTA COUNTY.

(e) 8.9 miles of the alignment is in DAKOTA COUNTY.

CHAPTER 9

METHODS OF FINANCING

- *Construction of an LRT system in Ramsey County will require funding from new sources of revenue.*
- *Sources of funding other than the property tax should be used to finance LRT.*
- *Without an areawide financing mechanism, inequities will be created in one or more counties.*

The construction of a light rail transit system in Ramsey County will require a large capital investment and funding from new sources of revenue. The State Legislature has designated a limited share of Motor Vehicle Excise Taxes (MVET) for the design and planning of LRT, but neither state nor local revenue sources have been designated to fund LRT construction and operating costs. The purpose of this chapter is to review possible sources of revenue for potential application to light rail transit projects.

POTENTIAL FUNDING SOURCES

The Ramsey County Regional Railroad Authority has adopted goals for financing LRT in Ramsey County, and they include a goal which is related to LRT funding:

> To promote financing, planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact on Ramsey County taxpayers.

To accomplish this goal the Authority proposes to:

- Examine sources of funding as alternatives to the property tax.
- Encourage legislation that would provide flexible, alternative sources of funding to the property tax.

There are at least three factors that argue for a non-county specific funding mechanism:

1. Legislation passed in 1989, which charges the Regional Transit Board and the Metropolitan Council with the responsibility for review and approval of proposed LRT systems, emphasizes a regional approach to system planning and financing.

2. Financing of light rail on a county-specific basis would create tax inequities, particularly for more developed counties such as Ramsey.

3. If construction of a light rail transit system helps reduce or eliminate otherwise needed highway improvements, the entire metropolitan area, and perhaps the state will benefit.

RCRRA has identified six sources of revenue which could serve as alternatives to property tax revenue in funding LRT-related costs. The revenue sources which are listed below, include three general, broad-based taxes and three transportation-related vehicle-user taxes:

- Sales Tax
- Personal Income Tax
- Payroll Tax
- Motor Vehicle Fuel Tax
- Motor Vehicle Registration Fees
- Motor Vehicle Excise Tax

In addition to the above sources of funding, the RCRRA strongly believes that federal and state aid should be considered in order to reduce county or regional funding requirements.

ALTERNATIVE FINANCING OPTIONS

The RCRRA has developed three possible LRT capital cost funding options using the revenue sources identified above. These options, which represent just three of many possible revenue combinations, have been developed to provide a rough estimate of the magnitude of tax and/or fee increases that could be expected if non-property tax revenues were used as the primary source of LRT system funding. Table 7 summarizes the estimated tax rate increases that would be required to finance a $500 million LRT system in

Regional LRT Plans

Recent legislation requires completion of two major LRT studies:

1. Development and financial plan for LRT by January 1, 1990.

2. Coordination plan for LRT by July 1, 1990.

Ramsey County Regional Railroad Authority has two members (Commissioners Ahrens and Hunt) on the Joint LRT Advisory Committee recommending these plans to the Regional Transit Board. Other members include: Hennepin County (3); Anoka County (2); Metropolitan Transit Commission (2); Minnesota Department of Transportation (1); Dakota, Washington, Scott, and Carver Counties (1 each).

Progress on the development and financial plan will be discussed with you at your work session.

Progress on Midway Corridor

Preliminary engineering and an environmental impact statement have been initiated for the Midway Corridor. A decision on alignment for the Midway Corridor is anticipated to be requested of you next fall.

Progress on the study will be reviewed with you at your work session.

The first meeting of the Midway Corridor Task Force will be held on November 1. Additional coordination will occur with agencies, organizations and the public on this project.

ADDITIONAL STEPS ON OTHER CORRIDORS

The purpose of the Comprehensive LRT Plan has been to identify in a conceptual, rather than specific, way an LRT system for Ramsey County that would accomplish the goals established by the Ramsey County Regional Railroad Authority.

As such, no specific location for LRT within each of the six broad corridor areas (nor in the downtown area) is recommended in the Comprehensive LRT Plan. Although recommendations on LRT alignments are not made in the Comprehensive Plan, an evaluation of specific alignments was necessary to adequately address the criteria established for evaluating the broad corridor areas: issues such as impacts on traffic congestion, construction costs, physical constraints, development opportunities, and projected ridership. Analysis of the corridors consisted of identifying potential arterial, freeway or railroad alignments within each corridor and an assessment of physical and operational constraints of the alignment. The most suitable alignments for LRT were then evaluated based on the criteria developed during the committee and community participation process.

The alignment options proposed in each corridor are preliminary. No discussions concerning their availability have been held with the relevant jurisdictions. The committees of the Regional Railroad Authority have not made recommendations on alignments within corridors. Alignment options within each of the corridors will require additional analysis and discussion before formal recommendations on alignments can be made.

A common thread which has been woven throughout the public review period is the question of what the next steps will be after the Comprehensive Plan is completed. Related inquiries include:

> Are the alignments identified in the Comprehensive Plan the only alignments that can be considered from this point on?
>
> What will be the forum in which the public can discuss the specific alignment alternatives?

As the Comprehensive Plan is finalized it is important for the Ramsey County Regional Railroad Authority to discuss these issues, identify options for undertaking preliminary engineering studies, and how to work with neighborhood interests in this process. The Comprehensive Plan has created a vision for LRT and should establish a plan and method for the ongoing LRT planning charge of the RCRRA.

The preliminary engineering and environmental impact study initiated in the Midway Corridor may serve as the model for studies to be undertaken in other corridors. Prioritization of corridors in terms of when to initiate such studies is an important first step. Corridors to consider alignment options at this time are Northwest, South, and Northeast.

Likewise, a plan for community involvement in each of these corridor areas is important. Again, the community participation plan for the Midway Corridor PE/EIS may serve as a pilot. However, the community involvement must be flexible and responsive to different stages of the projects and to the community structure/process in each specific area. There are certain legal requirements for community participation mandated for Environmental Impact Statements which must be followed. In addition, organizations, groups, and individuals affected or invested in the area project will need to be identified before an appropriate community involvement plan can be structured for each corridor/alignment area.

Undertaking alignment studies and Environmental Impact Statements in corridors will allow residents to know what is planned and will allow for preservation of right-of-way opportunities. Coordination on other transportation, utility and development opportunities will be possible.

CONSIDERATION OF TYPE OF SERVICE

As Ramsey County Regional Railroad Authority continues work on LRT, one of the questions that we hear from the public is,"What do you want LRT to accomplish?" There is a recognition that differing alignments serve differing purposes, and station spacing influences the trip type that will occur on light rail service.

Ramsey County Regional Railroad Authority adopted goals for LRT in 1988, and addressed this subject in a general way. A copy of the goals is attached.

At this time, you may want to consider if you want to address it in a more specific way by providing further direction to the Midway Corridor Task Force, which first meets on November 1, about what LRT should accomplish in the Midway Corridor. You may want to consider defining this for each corridor at the time preliminary engineering is undertaken.

Some of the information that you may want to consider is:

- The type of LRT service, local or commuter, need not be consistent for every corridor in the region or in Ramsey County.

- An alignment could have frequent stops, providing a more local type of service, as it gets closer to downtown and stations spaced further apart in outlying areas.

- Current bus service in the Midway Corridor serves local-type trips by stopping every block on University Avenue, Thomas Avenue and Minnehaha Avenue and serves commuter-type trips with limited stop service on I-94.

- In the cities where light rail transit has recently been constructed, alignments selected are often a combination of freeway, arterial and railroad rights of way.

- The station spacing being considered on other regional LRT corridors is more oriented to commuter-type service, rather than frequent stop local service. Hennepin County staff has indicated that the station spacing being considered is approximately:

  Hiawatha - half to 3/4 mile
  Northwest - mile or greater
  Southwest - mile or greater
  Northeast - University Avenue alignment - mile
  - Central Avenue alignment - more frequent than mile

- In general, a faster trip with less frequent stops would be more likely to attract commuters, and to attract people who currently are not transit users to LRT. A slower, local-type service would better serve existing bus users and transit dependents because the frequent stops would mean more people could walk to the LRT service.

ADOPTED GOALS FOR LRT IN RAMSEY COUNTY

In adopting goals for LRT in Ramsey County, the following considerations were relevant:

- LRT is not a short-term solution. The permanency of rails is indicative of the time frame in which it should be considered. Twenty years is a common transportation planning horizon. That length of time should be extended considerably when LRT is the topic of discussion.

- Not all goals may be appropriate in any given corridor. Just as each alignment for LRT presents both opportunities and constraints, so there may be goals which conflict in some situations. They may, however, serve as a useful guide toward which Ramsey County would strive. The goals are not ranked in order of importance and the relative importance may vary in different corridors.

Goals adopted by the Ramsey County Regional Railroad Authority on June 28, 1988 are:

1. **To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.**

How to accomplish:

- Prepare an LRT Comprehensive Plan for Ramsey County which recognizes the interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties.
- Coordinate LRT plans with other counties, state and regional agencies.
- Coordinate LRT plans with cities and township in Ramsey County.

2. **To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.**

How to accomplish:

- Increase use of transit by existing auto users.
- Improve transit travel time.
- Locate LRT in areas of high auto congestion, but not on street right of way where LRT would exacerbate that congestion.
- Locate LRT on exclusive right of way where feasible.
- Minimize vehicle/transit/pedestrian conflicts.
- Install traffic signal preemption equipment on light rail vehicles and at LRT/street crossings.
- Space stations at intervals to minimize travel time.
- Provide park/ride facilities at some LRT station areas.
- Encourage downtown parking policies that provide incentives to LRT use.

3. **To enhanee-economic development in Ramsey County.**

How to accomplish:

- Select corridors for LRT where economic development can be encouraged.
- Coordinate economic development with agency responsible for it.
- Promote marketing and incentives to encourage economic development at LRT station areas.
- Respond to desires of individual areas through which LRT passes to preserve the status quo or to intensify land use.
- Plan LRT construction to minimize detrimental impact on existing businesses.

4. **To decrease costs of transportation services in Ramsey County.**

How to accomplish:

- Provide an alternative to private auto ownership and its attendant costs.
- Reduce operating costs of transit services by using light rail vehicles to carry more passengers per vehicles than conventional buses.
- Reduce the need for additional roadway capacity with LRT.

5. **To respond to mobility needs in Ramsey County.**

How to accomplish:

- Provide improved transit service with diverse modes to meet differing trip purposes.
- Integrate access to disabled in planning for an LRT system in Ramsey County.
- Involve citizens of the County in LRT plans.
- Serve transit dependent concentrations with transit services.
- Coordinate feeder transit services with LRT service in a manner which improves, rather than decreases, overall transit service to the area.

6. **To reduce environmental impacts associated with the automobile in Ramsey County.**

How to accomplish:

- Locate LRT to improve, not worsen, air quality.
- Plan LRT systems to minimize noise levels to residential land uses.
- Work with neighborhoods through which LRT passes to minimize disruption.

7. **To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers.**

How to accomplish:

- Examine sources of funding as alternatives to the property tax.

- Encourage legislation that would provide flexible, alternative sources of revenue to the property tax.

Recommendations on Preliminary Engineering/Alignment Studies

1. Consider providing greater definition to the type of LRT service that should occur in the Midway Corridor.

2. Consider alignment study in cooperation with Dakota County on South corridor.

3. Consider alignment study on Northeast Corridor to determine preferred location for LRT.

4. Consider if forums should be held for Midway Corridor.

5. Consider if work sessions should be held for Midway Corridor.

6. Consider how to reach agreement on alignment in Midway Corridor.

TIMELINE FOR MIDWAY CORRIDOR LIGHT RAIL TRANSIT ENVIRONMENTAL IMPACT STATEMENT WORK

A Minnesota Environmental Impact Statement will be prepared whether or not the federal process is followed for the Midway Corridor. If the federal process is followed, an Alternatives Analysis/Federal Environmental Impact Statement is required in addition to the Minnesota Environmental Impact Statement.

State Process	**Completion Date**
o Scoping decision	January, 1990
o Technical analysis completed	August, 1990
o Distribution of environmental impact statement (minimum 25 day-comment period required)	September, 1990
o Public hearing	October, 1990
o Midway Corridor Task Force recommendation on alignment	November, 1990
o Ramsey County Regional Railroad Authority decision on alignment	November, 1990
o Distribution of final environmental impact statement	December, 1990
o Begin preliminary engineering Phase II for Midway Corridor	December, 1990

Federal Process (concurrent state and federal)	
o Ramsey County Regional Railroad Authority decision on alignment	April, 1991
o Complete Alternatives Analysis, Draft Environmental Impact Statement	June, 1991
o Begin preliminary engineering Phase II for Midway Corridor	June, 1991

Federal Process (separate state and federal)	
o Ramsey County Regional Railroad Authority decision on alignment	November, 1990
o Complete Alternatives Analysis, Draft Environmental Impact Statement	November, 1991
o Begin preliminary engineering Phase II for Midway Corridor	November, 1991

Notes on the federal process: This assumes that early agreement is reached with the Urban Mass Transportation Administration (UMTA) on regional corridors to be allowed through the federal process, that negotiations with UMTA are successful in reducing the alternatives that must be studied in the federal process and that UMTA expedites review of the products required for the federal reports.

KD
10/27/89

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

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 14 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.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

WHEREAS, The Metropolitan region wishes to maximize the potential for federal funding for light rail transit; and

WHEREAS, The Midway Corridor is the highest priority for light rail transit in the region, is the best candidate for demonstrating that light rail transit can be successful in the Metropolitan region and is important as the corridor to which other light rail transit lines will connect; Now, Therefore, Be It

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to sign a letter to the Urban Mass Transportation Administration (UMTA) requesting federal funding for the Midway (Ramsey and Hennepin) and Northeast (Anoka and Hennepin) Corridors, if these conditions are agreed to by the Regional Transit Board, Anoka County Regional Railroad Authority and Hennepin County Regional Railroad Authority:

1. The Central (University Connector and Midway) Corridor will be the first light rail transit corridor to be constructed in the Metropolitan region.

2. If UMTA requires federal environmental studies to be completed on the University Connector, as well as the Midway Corridor, Hennepin County Regional Railroad Authority will agree to prepare the required work.

3. There will be financial incentives provided to Ramsey County Regional Railroad Authority by regional/state funding sources commensurate with the increased time/cost/risk of following the federal process for the Midway Corridor.

Financing - Chapter 9

Revise to reflect current position

1. Information from financing forum

   - o Sales tax is often used for capital costs of rail systems.
   - o Many rail systems relied on state funds for capital costs.
   - o Property tax is seldom used for capital costs.
   - o Using currently available sources of funding as an interim measure is wise.
   - o Federal funds should be sought for some parts of the system.
   - o The financing mix will vary for each corridor over time.

2. Pros/cons of federal funding

3. Property tax position:

   - o Not preferred for capital costs, but if used, should be levied over wider geographic base than Ramsey County.

4. Summary of what six sources (payroll, income, sales, motor vehicle excise tax, motor vehicle registration, fuel tax) would generate in revenue.

county/regional/state

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.

PUBLIC INVOLVEMENT RECORD

COMPREHENSIVE LIGHT RAIL TRANSIT PLAN FOR RAMSEY COUNTY

October, 1989

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

COMMISSIONERS
John T. Finley, Chairman
Diane Ahrens
Ruby Hunt, Treasurer
Duane W. McCarty, Vice Chairman
Hal Norgard
Donald E. Salverda
Warren W. Schaber, Secretary

Ramsey County
Regional Railroad Authority
316 Courthouse
St. Paul, Minnesota 55102
Telephone (612) 298-4145

PUBLIC INVOLVEMENT RECORD

COMPREHENSIVE LRT PLAN FOR RAMSEY COUNTY

TABLE OF CONTENTS

	Page
SUMMARY OF PLAN	1
PUBLIC INVOLVEMENT DURING DEVELOPMENT OF DRAFT	5
Committees	7
Public Forums	9
Presentations and Meetings	83
PUBLIC REVIEW PROCESS FOR DRAFT PLAN (JULY 25 - OCTOBER 12)	87
Notification of Draft Plan	89
Direct Mailing of Report	91
Meetings and Presentations	97
Committee Review and Recommendations	99
Public Forums	109
Public Hearing	149
Recommendations of Cities, Counties, Agencies, Organizations	173
Public Response	219

SUMMARY OF PLAN

The purpose of the Comprehensive Light Rail Transit Plan is to identify in a conceptual, rather than specific, manner a light rail transit system for Ramsey County that will accomplish the goals established by the Ramsey County Regional Railroad Authority (RCRRA). The plan recommends LRT improvements and suggests strategies for implementing an LRT system for the nest 20 years.

The Draft Comprehensive LRT Plan presents recommendations on regional corridors where LRT should be constructed in the next 20 years; downtown alignments that show potential for LRT and the timing of LRT construction. No specific location for LRT within each of the six broad regional corridor areas is recommended in the Comprehensive LRT Plan. Subsequent studies may be undertaken to develop details about the generalized areas studied in the Comprehensive LRT Plan. The regional corridors proposed for LRT in Ramsey County between now and 2010 radiate in six directions from downtown St. Paul. They include: Midway, Northwest, Northeast, East, South, and South-Southwest and are shown in figure 25. These corridors are recommended because they:

- o Have high LRT ridership potential
- o Intercept congested corridors which will assist in reducing traffic on congested roadways
- o Connect well with corridors under study in nearby counties
- o Have the potential to enhance development
- o Respond to mobility needs in Ramsey County
- o May help to reduce environmental impacts
- o May help to decrease transportation costs in Ramsey County

The downtown street alignments recommended for subsequent detailed study are shown in figure 21. They include: St. Peter Street, Cedar Street, Minnesota Street, Sixth Street, Fifth Street and Fourth Street. These streets were selected because they best met the objectives of:

- o Improving transit travel time, minimizing vehicle-transit/pedestrian conflict and reducing congestion
- o Enhancing economic development by placing the alignments where development can be encouraged and minimizing detrimental impacts on existing businesses.

The projected 2010 daily ridership for the six recommended LRT corridors is approximately 98,000 to 112,000 passengers per day. The total estimated capital cost for the six regional corridors and the downtown area and connections between downtown and the regional corridors is $756 to $896 million depending on the alignments.

Summary Of Overall LRT Plan Draft Recommendations

On July 25, 1989 the RCRRA adopted draft recommendations:

1. LRT should be constructed in the Midway, Northwest, Northeast, East, South and South-Southwest Corridors in the next 20 years.

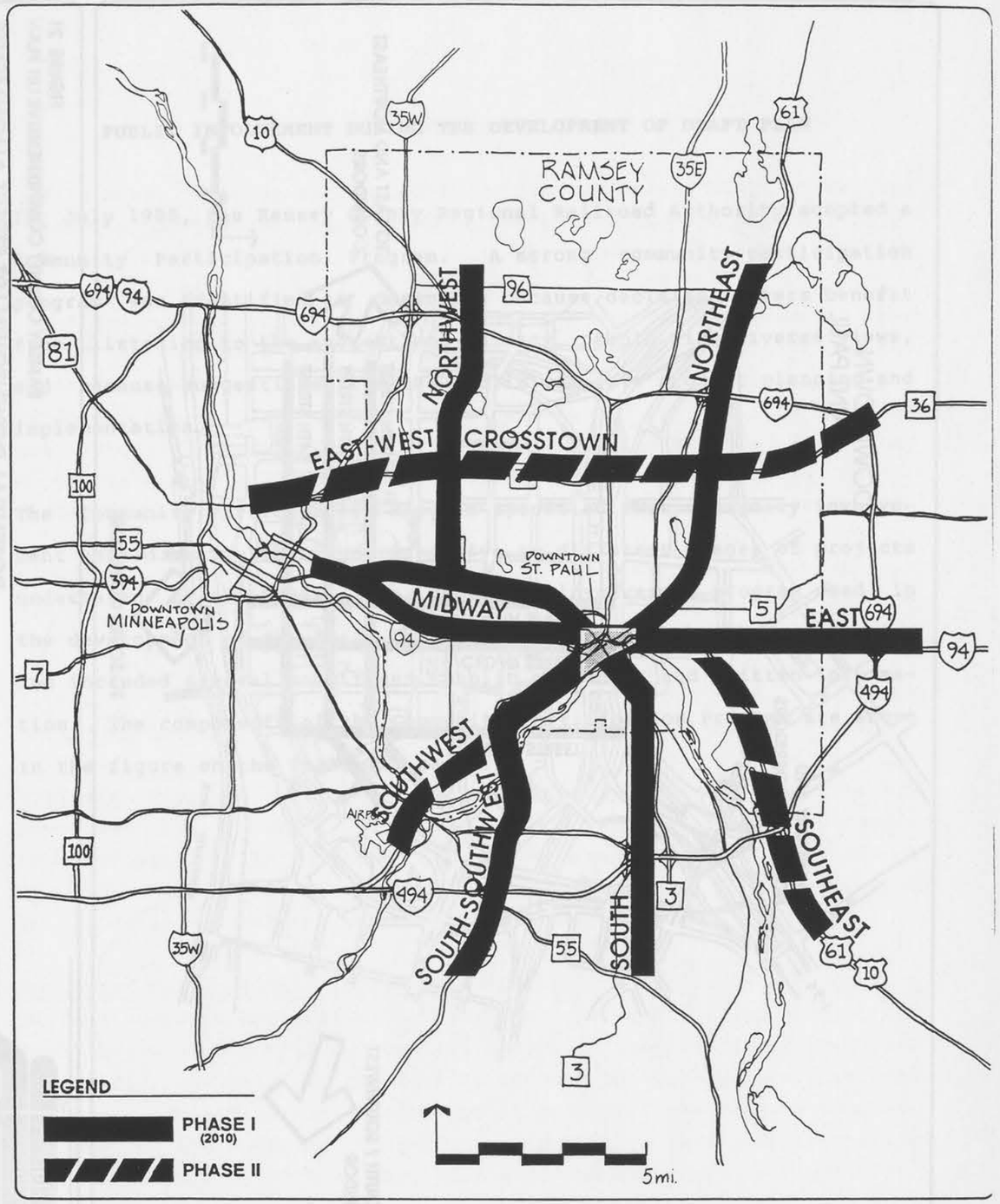
2. The Midway Corridor should be the first priority corridor for construction of light rail transit.

3. Timing for LRT construction in the remaining five corridors should be determined based on the availability of funding, right-of-way opportunities and the goals established by the RCRRA.

4. The six potential corridors should be monitored by the RCRRA to assure integration of LRT with proposed improvements including the determination of whether acquisition of right-of-way for those improvements was necessary.

5. LRT potential and right-of-way opportunities should be monitored for the Southeast, Southwest, and East-West Crosstown Corridors.

6. RCRRA should take immediate steps to acquire the Burlington Northern right-of-way in the Northeast Corridor because of the feasibility for light rail transit and the availability of right-of-way in the area. RCRRA should conduct preliminary engineering studies on the Northeast Corridor within the next five years including, but not limited to, the issue of potential for joint use.



Ramsey County Regional Railroad Authority SRF

FIGURE 25
RAMSEY COUNTY COMPREHENSIVE LRT PLAN

PHASING OF LRT CORRIDORS

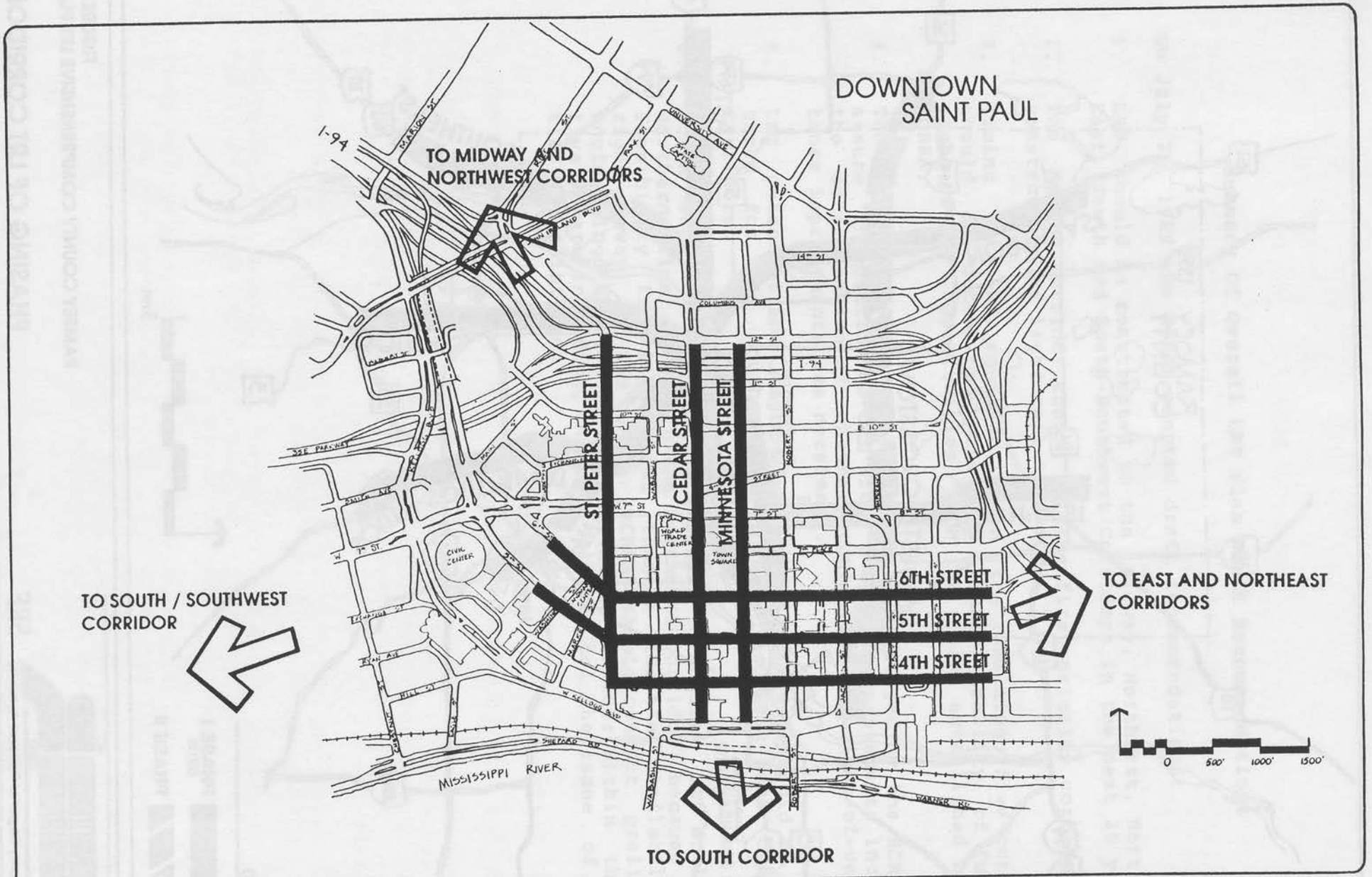


FIGURE 21
RAMSEY COUNTY COMPREHENSIVE LRT PLAN

POTENTIAL DOWNTOWN LRT STREET ALIGNMENTS

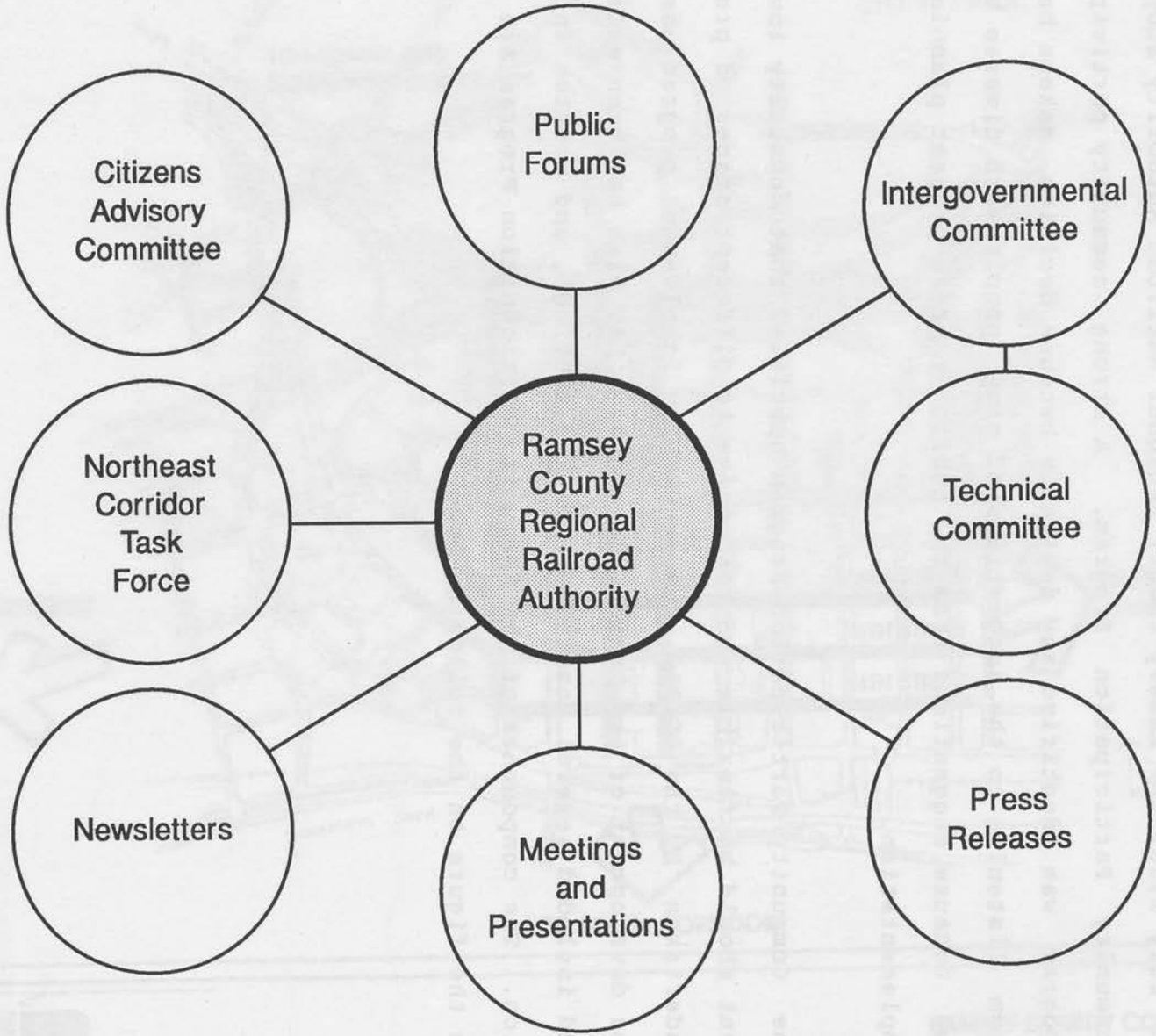
Ramsey County Regional Railroad Authority

SRF

PUBLIC INVOLVEMENT DURING THE DEVELOPMENT OF DRAFT PLAN

In July 1988, the Ramsey County Regional Railroad Authority adopted a Community Participation Program. A strong community participation program was identified as desirable because decision makers benefit from listening to the suggestions of many people with diverse views, and because suggestions from the public improve project planning and implementation.

The Community Participation Program specified that community involvement should be flexible and responsive to different stages of projects undertaken by the RCRRA. The community involvement program used in the development of the Draft Comprehensive LRT Plan has been extensive and included several committees, public meetings, and written information. The components of the Community Participation Program are shown in the figure on the following page.


Citizens Advisory Committee
Public Forums
Intergovernmental Committee
Northeast Corridor Task Force
Ramsey County Regional Railroad Authority
Technical Committee
Newsletters
Meetings and Presentations
Press Releases

642-01

COMMITTEES

Eighty-three members serving on four committees and task forces met regularly during the development of the plan to review elements of it and make recommendations.

Intergovernmental Committee - The Intergovernmental Committee consisted of elected and appointed officials from the 18 cities and one township in Ramsey County, adjacent counties, transportation agencies, business and civic groups and other interested groups. The role of the Intergovernmental Committee was to assist the RCRRA in developing a Comprehensive LRT Plan by reviewing information and making recommendations to the RCRRA regarding specific LRT Planning issues.

Technical Committee - The Technical Committee consisted of technical staff representatives of the organizations represented on the Intergovernmental Committee. The role of the Technical Committee was to assist the RCRRA in developing a Comprehensive LRT Plan by reviewing information and making recommendations to the RCRRA Intergovernmental Committee regarding specific LRT planning issues.

Citizens Advisory Committee - The Citizens Advisory Committee was comprised of 14 members - two appointed by each of the seven County Commissioners. Its role was to make recommendations to the RCRRA on the Comprehensive LRT Plan regarding the same type of issues addressed by the Intergovernmental and Technical Committees.

Northeast Corridor Task Force - The Northeast Corridor Task Force is a citizen group comprised of representatives of the communities, St. Paul District Councils and business organizations along the Northeast Corridor. The role of the Task Force was to identify neighborhood concerns associated with the Northeast Corridor, and make recommendadations to the RCRRA on right-of-way acquisition and other issues on the Comprehensive LRT Plan that relate to the Northeast Corridor.

PUBLIC FORUMS

Two series of public forums were held during the development of the Draft Comprehensive LRT Plan. The first series was held at five locations in February, 1989 to provide general information about LRT, to answer questions about the Comprehensive LRT Plan and to seek suggestions.

The second series of public forums was held at four locations in April, 1989 to present the results of the initial corridor evaluation and to provide an opportunity for discussion, questions and comments. An additional forum was help for the downtown area in March, 1989.

The comments received at the ten public forums were taken into consideration when the RCRRA decided in May which corridors and downtown alignments to analyze further.

Agendas, scripts, and summaries including attendance lists, questions and comments from each of the forums follow.

RAMSEY COUNTY
Regional Railroad Authority

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

John T. Finley, Chairma
District
Diane Ahren
District
Ruby Hun
District
Duane W. Mc
Di
Hal Norgan
District
Donald E. Salverd
District
Warren W. Schabe
District

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM

ON

COMPREHENSIVE LIGHT RAIL TRANSIT PLAN

AGENDA

February 1989

1) Welcome and introduction

2) Background on light rail transit

3) Comprehensive light rail transit plan and citizens role

4) Potential corridors for LRT

5) Questions and comments

SLIDE SHOW
FEBRUARY FORUM

WHAT IS LRT

Light rail is a transit system that can carry a large number of people in very few vehicles. It is operated on steel rails with overhead electrical power. There is a single operator for vehicles, even if several are connected into a train.

What LRT is not

Light rail transit is not a trolley or streetcar that used to operate in the Twin Cities. Although streetcars have overhead wires and operate on rails, they were not separated from traffic, and differ from LRT in that respect.

LRT is not commuter or heavy rail. These systems are powered by a third rail beneath them, not an overhead wire.

It is not a downtown people mover, as was proposed several years ago for downtown St. Paul.

And it isn't a cable car.

LRT is a transit vehicle operating on rails in its own right of way, powered by overhead electrical wires.

What is it like to use LRT

LRT fares are usually paid by purchasing tickets outside the vehicle. Roving fare inspectors check to see that passengers have tickets. This saves time on the vehicle. LRT vehicles have more doors than buses and hold more people than buses. Access to vehicles can be by steps or by level boarding. Disabled access can be provided by level boarding, ramps or lifts. Vehicles have a quieter, smoother ride than buses.

What do LRT stations look like

LRT stations can be simple or elaborate. They can be designed to fit into downtown or residential environments. This suburban station was designed to fit into a residential neighborhood.

Where can light rail vehicles operate

LRT can operate underground, under skyways, on bridges, in downtowns, next to freeways, on streets or in railroad right of way. It can obey traffic signals or have special

equipment that allows it preference to cross streets. It can operate reliably in cold climates.

LRT and other means of transportation

LRT is one method of transportation but it must be planned to connect to others. Bus routes feed passengers to it. Park/ride lots provide parking or drop-off points for passengers. And some passengers walk to it.

Why is Ramsey County considering LRT

An important reason to consider LRT is because it can move people better than buses. Three LRT vehicles can be connected to carry 500 people. A bus carries 90 people. LRT is faster than buses because it accelerates and decelerates quickly, allows faster boarding than buses and need not compete with on-street traffic. It can improve the quality of transit service to Ramsey County.

LRT can reduce traffic congestion. Because it can attract people from their automobiles to transit, it can reduce the number of vehicles on the roads. That can help delay the need for adding lanes to roads. Some cities where LRT has been constructed have done surveys that indicate that many new LRT riders are former auto users. It can reduce the number of buses on the street.

LRT can reduce transit operating costs because a single LRT operator can carry four times the number of passengers that a busdriver can carry. Although vehicles initially cost more than a bus, they have a longer service life than a bus. If LRT is located wisely, it can reduce the operating costs of transit services.

LRT can help shape development. While it is not expected that LRT would attract new development to the Twin Cities area, there may be some benefit in the immediate vicinity of LRT stations if cities want to encourage development there.

LRT can improve air quality. By attracting riders who formerly used autos, LRT can improve air quality. This is important to the Midway area of St. Paul where federal air quality standards have been exceeded.

LRT can reduce downtown parking needs. By attracting riders who formerly used autos, less parking will be required in downtown areas.

Comprehensive LRT Plan

o Will consider potential for LRT throughout Ramsey County
o Done with the assistance of SRF
o Timeframe

June - complete draft
three month public review
November - final plan

o What the study will look at
- Identify corridors where LRT might work on the basis of factors such as where do people live and where do they want to go
- Where would LRT work best in downtown St. Paul
- How much would LRT cost and what sources of funding might be available for it
- How do the corridors compare to goals RCRRA has set for LRT

Midway Corridor

Definition
Alignments and how they differ
LRT in downtown
separate study, not part of comprehensive plan
selecting consultant for PE

Northeast BN Corridor

Abandoned rail right of way in eastern county
Presents an opportunity - will be considered in comprehensive LRT plan for its LRT potential
Is under consideration for a recreation trail

Public Involvement

Committees
Forums
Meetings
Newsletter

At the table are copies of the newsletter, information on existing transit sevices supplied by MTC, RTB,

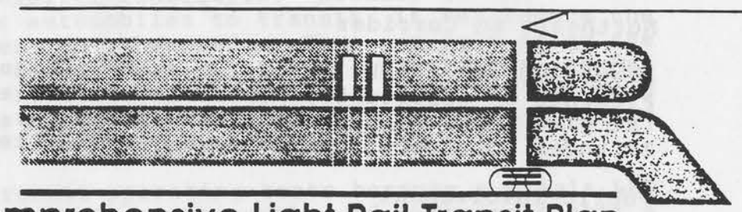
comment cards - can leave with us

if you wish to speak - hand in cards now

looking for suggestions for areas in which we should evaluate LRT in Ramsey County, also questions or comments on LRT in general.

SUMMARY

Public Forums



Ramsey County Comprehensive Light Rail Transit Plan

Monday, February 6, 7:00 P.M.
Location - North End Multi-Service Center
1021 Marion Room 221

Thursday, February 9, 7:00 P.M.
Location - Merriam Park Community Center
2000 St. Anthony (south of I-94)

Monday, February 13, 7:00 P.M.
Location - White Bear Lake Old City Hall
4700 Miller, White Bear Lake Council Chambers

Thursday, February 16, 7:00 P.M.
Location - New Brighton City Hall
803 Fifth Avenue N.W., New Brighton (enter on lower level)

Wednesday, February 22, 7:00 P.M.
Location - Harding High School
1540 East Sixth Street, Chorus Room

BACKGROUND

As Ramsey County Regional Railroad Authority began its comprehensive light rail transit plan for Ramsey County, a series of public forums was held. The purpose of the forums was to provide general information about light rail transit, ask for comments on what corridors should be considered for light rail transit and to answer questions about light rail transit. Forums were scheduled in geographically dispersed areas of the County. An additional forum is planned in cooperation with the St. Paul Chamber of Commerce for the downtown St. Paul area.

Forums were moderated by Ramsey County Regional Railroad Authority (RCRRA) Commissioners. RCRRA staff and consultants were available to answer questions. Slides of light rail transit and RCRRA's plans were shown. Representatives of the Regional Transit Board and Metropolitan Transit Commission were present with maps of existing transit service.

Before the forums were held, local newspapers received press releases about them. In addition, over 700 copies of a newsletter containing information about the forums were mailed.

The attendance list and a summary of questions asked at each forum follow.

Another series of forums is planned for April, when information has been gathered on potential corridors for light rail transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 2/6/89

LOCATION North End

NAME	REPRESENTING	ADDRESS
Richard Hansen	self	34 Front 55117
RANDY ROSVOLD	Regional Transit Board	230 EAST 5TH ST. MEARS PARK CENTRE
Joe T. Farley	RCCRA	316 Courthouse
Glenn Byhr	Regl Transit Board	6609 Brittany Rd Edina
Francis E Loetton	SRF	7611 N 119th Lane, Champlin
M McGaughey	MC	275 Summit Ave STP
Mark Haerding	St. Paul City Council	219 City Hall
Rick Jopke	City of Roseville	2660 Civic Center Dr.
Jim Tolaas	RCRRA	
Kathy Desprigelaere	RCRRA	
FERROL O. ROBINSON	SRF	ONE CARLSON PKWY, MPLS, MN 5544
Charleen Zimmer	SRF	"
BJ Lehr	LWV	St P.
Karen Leigh Underwood	MTC	560 - Sixth Ave N, Mpls 55411

FORUM QUESTIONS

Location: North End Multi-Service Center

Questions asked at February 6, 1989, LRT forum were:

1) Has Ramsey County selected an alignment for the Midway Corridor?

2) How many jobs of bus drivers will be eliminated?

3) Would LRT in the Midway Corridor take ridership from the I-94 express bus?

4) Many along the Midway corridor seem to be enchanted with development prospects, but if you stop to serve businesses doesn't it defeat the fast mode of transportation approach?

5) Has work been done on safety, speed and stops along University Avenue?

6) What other corridors are being considered for LRT than the Midway and Northeast?

7) What about LRT to Stillwater and Hastings?

8) Many agencies are abdicating responsibility on LRT. This is a regional problem. Mn/DOT is a highway department, Metro Council is ineffective. Hennepin County is large and powerful. Who should do LRT planning?

9) Could there be more than one corridor for LRT in the next 20 years in Ramsey County?

10) How much support is there in the outlying areas for LRT?

11) Will there be additional forums?

12) Why is Hennepin County ahead of Ramsey County? What is Ramsey County's relationship with Hennepin County on LRT?

13) Has Hennepin County levied for LRT? Has Ramsey County?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 2/9/89

LOCATION Merriam Park

NAME	REPRESENTING	ADDRESS
Kathy Hedspriglaeser	RCRRA	
Jim Tobias	RCRRA	
Dennis R. Isbfeld	MTC	
Ben C. Sabesta	Citizen	1795 Dayton Av.
Frank Scherman		1971 Ashland
Scott Heiderich	CITIZEN	1966 Portland
Bob Wicker (Letter)	Citizen	1538 Englewood 55104
Joe Plante	" "	1406 Osceola #202
Tom Fields	citizen	2178 Watson Ave
Donna Datsko	"	1338 Goodrich Ave
Alaina Fuhr	Resp Jr. Board	6609 Brittany Rd 55435
mary Kelly	309 N. Wilder	St Paul 55104
Susan Marschall		
Sara Pillow	2116 Jefferson	St Paul 55105
Paul Savage	2170 Carter	St Paul 55108
Ross & Kiihn	Self	1974 Ashland Ave
Phyllis Kirby	"	"
Bill Slettom	MCCA	2358 Garden Place
Anne Copeland		475 Cleveland Ave
Mary Lou Graheck		

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 2/9/89

LOCATION Merriam Park

NAME	REPRESENTING	ADDRESS
Pamela Klassen	College of St Thomas	2115 Summit AVE
Judith Hollander	RTB	230 E 5th St. St Paul
Kyle Haims	from Midway Como Monitor	1599 Selby Ave.
Paul M. Collins	Citizen	1516 Fairmount
Peter Tausk	SRF	
Elmira S. Otto	citizen	9 Crocus Hill 55102 St Paul
Martha Brady	Citizen	923 Linwood Ave 55105
Edmund & Brady	"	"
Robert Michaels	citizen	2180 W. Hoyt Ave 55108
Bob Beer	self	545 Frontenac Pl. 55103
Dennis Adams	Self	1850 Summit Ave 55105 St Paul
RONALD PIKE		869 CLEVELAND AVE S. 55116
Paul Sabourin		1917 Fairmount, 55105 St Paul
Jonna Thelen		2229 ? Carter Ave 55108

FORUM QUESTIONS

Location: Merriam Park Community Center

Questions asked at February 9, 1989, LRT forum were:

1) How does RCRRA interact with regional agencies -- Metropolitan Council, Regional Transit Board, etc.?

2) Are we still deciding whether LRT is needed at all?

3) Is the forum purpose to discuss Midway Corridor alignments or corridor identification in whole county?

4) What about traffic delays at major north/south roads if rail is down the middle of University Avenue?

5) Has tunneling been considered?

6) Do tunneling costs consider geology of the Twin Cities?

7) How long will it take to get an LRT system built?

8) What are some of the reasons not to build LRT?

9) Why not run a diesel bus down the middle of University Avenue?

10) What about a Shepard Road alignment/corridor for LRT?

11) One mile vs. 1/4 mile interval station positions -- will variables between be considered (i.e., 3/4, etc.)?

12) Is Burlington Northern willing to allow right of way be used?

13) Is San Diego the only profitable LRT system?

14) Is Miami's system, put up on pillars, applicable to the University Avenue alignment and would that avoid disruption of other traffic on the ground?

15) What cities in North America have LRT systems?

16) Has it been decided that LRT should go on University Avenue?

17) What is basis of ridership -- does it consider the express bus patronage on I-94?

18) What would be the impact on University Avenue if LRT is on another alignment in the Midway Corridor?

19) Have you considered a combination of local and express trains on University Avenue?

20) Why not build an electric trolley bus on University Avenue? Also, why not a circular route around the Twin Cities?

21) Can an enclosed waiting area, vital for use of LRT, fit on University Avenue?

22) Do transit systems, where government promotes development, in turn promote greater ridership?

23) In looking at charts of possible alignments -- what are Dakota and Washington County doing in area of LRT?

24) Have they thought about putting LRT on Marshall Avenue?

25) Will sidewalks be eliminated on University Avenue?

26) How will left turn lanes be affected by LRT on University Avenue?

27) What about Hennepin County's high platform concept? How will that work?

28) How can they even consider University Avenue as a location for LRT given the parking and businesses there?

29) How important is it to connect to U of M?

30) What are the cost advantages if LRT occurs in coordination with the I-94 rebuilding?

31) Are there significant increases in cost of the I-94 alignment over University Avenue alignment?

32) How could elderly and handicapped bus-dependent riders be served:

    a) if LRT goes down the middle of street?

    b) if LRT stops every three or four blocks?

33) How could local residents, shoppers, employees, visitors be served if transit doesn't stop at each block?

34) How would shop owners and businesses cope with the removal of parking and north/south traffic on lesser streets if LRT is on University Avenue?

35) Isn't this solution the wrong answer to the commuter question?

36) How could new riders be attracted to a slower ride?

37) Wouldn't mixing the executives, suburban matrons and other bigwigs with urban youths, unkempt poor and some street people lead to non-use of LRT?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 2/13/89

LOCATION White Bear Lake

NAME	REPRESENTING	ADDRESS
John Cavanaugh		St. Paul
Ken Wendorf	R.S. Attorney's Office	
FERROL ROBINSON	SRF, INC.	PLYMOUTH
Dennis R. Jollyford	MTC	
DAVE JACOBSON	RTB	ST. PAUL
Jerry K Isaacs	RTB	Roseville
Duane McCarty	Ramsey County	Courthouse
Robert Clarkson	RCRRACAC	Roseville
Wally Hauser	Met Council	Falcon Heights
Don Shrunk	RC	Roseville
Dick Sand	WB Township	White Bear Township
Linda Hoffmann		475 Hammond Ave. Shoreview
Jane Carter		505 Springhill Rd Vadnais Hgts.
Tom Anderson	RTB	774 CREEKBROOK LN VADNAIS HTS
Mark Sather	City of WBL	4701 Hwy 61 WBL 55110
ELENN Wilmot		176 E. OWASSO LA. SHOREVIEW
Kathy DeSpiegelaere	RCRRA	
Jeff Lahti	RCRRA	
Rosalie Tallen	—	Dellwood
Ralph Timms		WHITE BEAR LAKE, MN

FORUM QUESTIONS

Location: White Bear Lake City Hall

Questions asked at February 13, 1989, LRT forum were:

1) Has it been decided that LRT is necessary?
2) How were the forums publicized?
3) Why not build more freeways?
4) Why pay for LRT with the gas tax?
5) Why not complete I-35E rather than build LRT?
6) What is the size of the area near stations that would attract LRT riders?
7) How large would park/ride lots be?
8) How far apart would LRT stations be?
9) Why not consider something faster than 55 mph?
10) How is Ramsey County working with other counties?
11) Is any LRT system in the U.S. privately run?
12) What kind of subsidies are needed for LRT?
13) Wouldn't more than the Midway Corridor need LRT in Ramsey County if the goal is to take people out of their cars?
14) Why not consider LRT to the airport?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 2/16/89

LOCATION New Brighton

NAME	REPRESENTING	ADDRESS
Rick Kops	—	2147 Outlook - Mounds View
Howard Blind	RTB	—
Mike Hild		2766 Dellwood - Roseville
Peg Kovacs		2654 Louisa - Mounds View
Dennis R. Fallgren	MTC	
P. SHEPARDSON		2430 W. County Rd D #3, Roseville
Kris Wendorff	RCRRA / Co. Atty's Office	
Cathy Westpfegelaere	RCRRA	
Robert Clarkson	RCRRACAC	1370 West Belmont, Roseville
Paul Malone	Arden Hills Council	1485 Dawn Cir., Arden Hills 55112
Jim Brigston	Lybek State Bank	176 N. Snelling St Paul
TOM READER		1443 ARDEN VIEW DR ARDEN HILLS
GAYLE BROMANDER		2872-18th ST. N.W. NEW BRIGHTON
[illegible]		176 E. OWASSO LN SHOREVIEW
Keith Fester		5141 Brighton Ln Mounds View
LARRY VANDEN PLAS		850 EMERALD CT. NEW BRIGHTON
E Holmer	NYABCo	15239 Royal Holbrook Rd Orland Park IL
FERROL ROBINSON	SRF	PLYMOUTH
LOREN HOCKEMEYER		161 ELMER ST ST. PAUL
GEORGE K. ISAACS	RTB	692 W. SEXTANT AV. ROSEVILLE
Jim Bowers	County Board	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 2/16/89

LOCATION New Brighton

NAME	REPRESENTING	ADDRESS
Dick Wedell	Shoreview	1003 Richmond Ct
Florence Myslajek	"	1820 Long Lake Rd #B
John Myslajek		1820 Long Lake Rd NB
William Short	White Bear Twp.	1524 Pine Ave. WBL
KEVIN LOCKE	NEW BRIGHTON	803 5TH AV. N.W.
B. E. Sebesta	Citizen	1795 Dayton Av. St P.
Anne Norris	New Brighton	803 5th Ave nw
Walt Wilke	New Brighton	771-Emerald Dr.
Bob Benke	New Brighton	803 5th Ave NW 55112
Donn R. Wisti		2714 WESTWOOD VILLAGE, RSVL
JAN WIESNER	City of Falcon Heights	
Hal Norgard	Ramsey County	

FORUM QUESTIONS

Location: New Brighton City Hall

Questions asked at February 16, 1989, LRT forum were:

1) Which legislators are backing LRT?
2) Who will prepare cost estimates and when will they be available?
3) Will the cost estimates be for the entire County or just for the Midway Corridor?
4) Will east/west movement in Ramsey County be examined?
5) Is LRT being considered for the Olympic Stadium?
6) Who will ride it?
7) What will the fare be?
8) Would it need a subsidy?
9) Why can't fares pay the entire cost?
10) Can land granted to the railroads return to the government at no cost to government?
11) How can LRT serve dispersed trips?
12) Why are we trying to pull people into empty downtown office buildings?
13) Do we need LRT?
14) Why not electric trolley buses rather than LRT?
15) Why isn't there a regional approach to LRT?
16) Is LRT the solution when we haven't identified the problem?
17) Why not consider total transportation needs, not just LRT?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 2/22/89

LOCATION Roseville

NAME	REPRESENTING	ADDRESS
Lisa Lee	Capital Transit Users	181 Sherburne Ave, St. Paul 55103
John Cavanagh		St Paul, Minn.
Sam J. Ruffe		773 E Maryland 55106
Jerrine Walfoort		1177 E. Geranium 55106
Tom Dimond	CITY COUNCIL	2119 Skillman Ave 55113
Wendy Lee		1364 N Douglas Rd 55113
Katie Turnbull	RTB	
Ron Zimanski	SELF	1566 E. Minnehaha
Ben Field	SELF	1714 Margaret
David Lee		1457 Eglehart Ave
Doug Faville	RCRRACAC	1835 Alta Vista, 55113
Robert Clarkson	RCRRACAC	1370 West Belmont 55113
Randy Kelly	~~1630 David~~ SELF	1630 David
REED KELLY	SELF	
Paul Egan ~~Johnson~~	self-	1176 S. Winthrop St. P. 55119
Karin DuPaul	Dayton's Bluff	668 Greenbrier
Betty & Hayden Lyon	self - - N. St. Paul	2157 E. Belmont Lane 55110
~~Thomas Rosland~~	Maplewood	1406 E Co Rd C 55109
FERROL ROBINSON	SRF	PLYMOUTH
Kathy DeSpiegelaere	RCRRA	—
Jim Tolaas	RCRRA	—
Warren Schieber	RCRRA	—

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 2/22/89

LOCATION Harding

NAME	REPRESENTING	ADDRESS
Mr+ Mrs AJ Demlik	Private Citizen	1563 Me Ogee
Ruth Heid	" "	575 White Bear Ave
Mel Sahyun		39 Warren St Paul
Fran Sahyun	~	" " " ~
Jane Baker		
BOB VAN HOET	LRT ADVISORY COM	36 NELSON ST
Steve Trimble	Ramsey	77 Mavia
DON & Ida Townsend	AARP - Ramsey Cty	231 Maple St
Dennis Tollefsbol	MTC	

FORUM QUESTIONS

Location: Harding High School

Questions asked at February 22, 1989, LRT forum were:

1) Is snow removal from tracks a problem?
2) Where were the slides taken and when?
3) Has Hennepin County selected the type of vehicle?
4) Did the Regional Railroad Authority first consider a corridor between the two downtowns for LRT?
5) Will LRT extend to suburban areas and neighborhoods?
6) Will LRT get autos off the freeway?
7) Where will the source of power for LRT be?
8) Is BART (in San Francisco) LRT?
9) What would be the frequency of trains?
10) What is the travel time between the two downtowns driving and with LRT?
11) Has a bus lane been considered?
12) Is LRT needed?
13) Are two tracks needed?
14) Does LRT eliminate the use of that space for traffic?
15) How long are vehicles?
16) How many people does each vehicle hold?
17) If the consultant is given an opportunity to recommend a rail system for the Twin Cities without regard to cost what system would it be?
18) Does LRT serve the commuter or the short trip?
19) Where will the riders come from?
20) What is considered in the ridership estimates?
21) Who will pay for LRT?
22) Has an elevated system been considered?

23) What is the difference between LRT and heavy rail?

24) Have electric buses been considered?

25) Why are we considering LRT when we had streetcars that were eliminated?

26) Who manufactures LRT vehicles and have you been lobbied by any of them?

27) Are there statistics on anticipated air pollution for the year 2010?

28) Will bicycle tires get caught on LRT rails?

RAMSEY COUNTY
Regional Railroad Authority

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
PUBLIC FORUM
ON
COMPREHENSIVE LIGHT RAIL TRANSIT PLAN

AGENDA

APRIL 1989

1) Welcome and Introduction

2) Background on Light Rail Transit

3) Comprehensive Light Rail Transit Plan for Ramsey County

4) Potential Corridors for LRT

5) Corridors Identified for Additional Analysis

6) Questions and Comments

APRIL LRT FORUM
SLIDE PRESENTATION
SCRIPT

Light rail transit is a topic that has received a lot of media coverage recently and is coming on line in several cities throughout the country. LRT has been discussed in the Metro area for the last two decades and is currently being studied for its potential in Ramsey County.

In January, Ramsey County began the development of a comprehensive plan to examine where LRT might effectively be located and how it might be financed. An essential component of the comprehensive plan is community involvement such as the forum you are attending tonight. We want to share with you the results of our initial evaluation of potential corridors and get your reactions to our preliminary recommendations regarding which corridors show the most promise and should be analyzed further in the comprehensive plan.

Our first series of forums, held in February provided general information about LRT. We identified LRT as a transit system which uses vehicles operated on steel rails with overhead electrical power. WE indicated that a large number of people can be carried in very few vehicles and only a single operator is needed if vehicles are connected into a train. We specified that LRT can operate underground, under skyways, on bridges, in downtowns, next to freeways, on streets or in railroad right of way. We also noted that LRT can obey traffic signals or have special equipment that allows it preference to cross streets and that LRT can operate reliably in cold climates.

Suggestions made by those who attended the February forums on corridors to consider for LRT were included in our review. Several committees are also reviewing the work and making suggestions on it.

The entire County and extensions into other adjacent counties were considered in defining LRT corridors.The corridors were defined as radial, connecting to downtown St. Paul, or crosstown.

A corridor is a geographic band that could include many specific locations where LRT might be located. An alignment is a specific location where LRT might be located. For example, the North corridor encompasses an area that could include Rice Street, I-35E, or the Soo Line railroad tracks as potential alignments within the corridor. The corridor is identified by the red band on the map. Each corridor also has an identified service area which is the geographic area from which LRT would be expected to draw its ridership. The service area is within the gray pear shape on this map. Because each corridor has its self defined service area, boundaries of adjacent corridor

service areas may overlap as indicated on this map.

LRT is one method of transportation but it must be planned to connect to others. Bus routes feed passengers to it. Park and ride lots provide parking or drop-off points for passengers. And some passengers walk to it.

Each service area for radial corridors is divided into four segments based on proximity to the downtown area.

o In Sector 1, closest to downtown St. Paul and identified by the red shaded sector, the streets are closely spaced and most LRT users would get to the station by walking.

o In Sector 2,also a dense residential area, a large proportion of LRT riders would walk or ride feeder buses to the station.

o In Sector 3, a less dense residential area results in the need for more feeder buses and park and ride lots for LRT riders.
o In Sector 4 feeder buses and large park and ride lots would be necessary for riders to access LRT stations.

Previous studies have indicated that the Midway Corridor connecting the two downtowns and the University of Minnesota has the highest potential for light rail transit in the Twin Cities. Additional studies of this corridor will be undertaken by Ramsey County.

Each of the other broad geographic areas have been analyzed in a general way to determine if LRT might have potential there. Important factors that led to preliminary conclusions include the population, employment and projected growth of each service area combined with the location of major traffic generators. These are centers that draw large amounts of traffic - such as major retail centers and employment centers. For example: Downtown St. Paul, Rosedale shopping center and the Fairgrounds would be key traffic generators in the Northwest Corridor.

In the initial evaluation, the potential corridors were classified into three levels.

o Level 1 corridors show the most promise for implementation within the planning timeframe of the comprehensive plan and are suggested for detailed analysis. Level 1 corridors include: Midway, Northwest, Northeast, East and South. They are shown in red on the map.

The Northwest Corridor connecting downtown St. Paul with Rosedale and continuing north to Hwy 96 in Arden Hills is promising based on the initial screening. Possible alignments in this corridor include Fairview, Snelling,and Cleveland.In this corridor the alignment selected should serve several key

trip generators and be as continuous as possible. Fairview and Cleveland connect to the University of Minnesota, St. Paul Campus. However, Fairview is not continuous and Cleveland does not connect other key trip generators at either end. Snelling is the most commercial and continuous of the routes and connects major trip generators such as the Fairgrounds, Har Mar, Rosedale and other expanding generators to the North.

Another corridor which would receive additional study is the Northeast Corridor to White Bear Lake. Currently, the most likely alignments in this corridor are Hwy 61 and the Burlington Northern railroad line. Hwy 61 does not provide a good, direct connection to downtown St. Paul and is not as close to regional shopping centers as the BN railroad line. On the north end, Hwy 61 runs parallel to the BN railroad line. The BN railroad line is abandoned to Beam Avenue and the railroad has indicated a willingness to talk about LRT beyond Beam Avenue. The Metropolitan Council has considered proposals that would provide for joint recreation trail and LRT use in this alignment.

The South Corridor also is suggested as a first level corridor. Most likely alignments in this corridor include Robert Street and Lafayette. This corridor extends into Dakota County serving Inver Grove Heights, West St. Paul and South St. Paul. One of the constraints of this corridor is how to get across the river to connect with downtown St. Paul.

The East Corridor into Washington County is also suggested for level 1 additional analysis. The primary alignment in this corridor is I-94. This corridor is being considered for extension beyond the county line because if LRT corridors are too short they don't generate the ridership necessary to make them worthwhile. There is a great deal of growth occurring in Woodbury and there are several major trip generators such as the 3M complex, and SunRay shopping center in this corridor.

Level 2 corridors show less promise for implementation within the planning horizon, but could become more significant beyond the 2010 timeframe and are suggested for moderate analysis in the comprehensive plan. Level 2 corridors include: Southeast, Southwest and East - West Crosstown. Two of the three corridors suggested for Level 2 moderate analysis are radial corridors. They are the Southeast and the Southwest Corridors.

The Southeast Corridor runs from downtown St. Paul to Cottage Grove. The service area of this corridor is more limited than other corridors due to the river which serves as a barrier and reduces the magnitude of use.

The Southwest Corridor linking downtown St. Paul to the Minneapolis-St. Paul International Airport includes several potential alignments: West Seventh Street, Shepherd Road, 35E

and the Soo railroad line. The size of the service area for this corridor is again somewhat limited by the river.

Several crosstown corridors were part of the preliminary review including Hwy 36, Hwy 694, Hwy 96, Burlington Northern railroad line and Soo railroad line. Hwy 36 appears to be the most promising of the crosstown corridors because of its proximity to major trip generators such as Rosedale and the North St. Paul business district and its potential to bring the ridership closer to downtown St. Paul. Therefore the East-West Crosstown Corridor at Hwy 36 is a third corridor suggested for moderate analysis.

Level 3 corridors are duplicative. Other corridors or combination of corridors are more attractive and can satisfy the demand in the service area. Level 3 corridors not recommended for further analysis at this time are the North corridor and the East-Northeast Corridor. They are shown in gray on the map.

The North Corridor is between the Northwest and the Northeast corridors. The service areas of the three overlap and the Northwest and Northeast seem to have more potential to connect the places people want to travel to.

The East Northeast service area overlaps the Northeast and the East corridors and would also appear to serve fewer major traffic generators.

In looking at radial corridors throughout the County it is also necessary to consider how they will link to downtown and the access routes selected for downtown.

In downtown St. Paul, specific streets were evaluated on the basis of ability to penetrate the downtown core, location within the core, traffic volume, street continuity, the degree to which they serve as a through route and the connection to important downtown locations.

The five streets in downtown St. Paul recommended for further analysis are Cedar and Minnesota running north and south and 4th, 5th and 6th Streets running east and west.
These streets were selected because they serve the core of downtown St. Paul, they have lower daily traffic volumes than some alternative streets, and they are not through routes used heavily by trucks.

The recommendations presented in this slide presentation are preliminary recommendations regarding which corridors throughout the county and which streets in downtown St. Paul should receive more detailed analysis for LRT. We'd like to reiterate that this is not a final plan but an intermediate step in the process of developing a comprehensive plan for Ramsey County. The draft plan is scheduled to be completed in

June followed by a public review process, with the final plan scheduled to be done in November.

We hope you will offer your comments, suggestions and questions.

Summary

Public Forums

Ramsey County Comprehensive Light Rail Transit Plan

Thursday, April 13, 1989 7:00 P.M.
Location - Harding High School
1540 East Sixth Street, Chorus Room

Wednesday, April 19, 1989 7:00 P.M.
Location - New Brighton City Hall
803 Fifth Avenue N.W., New Brighton (enter on lower level)

Thursday, April 20, 1989 7:00 P.M.
Location - Merriam Park Community Center
2000 St. Anthony (south of I-94)

Wednesday, April 26, 1989 7:00 P.M.
Location - Maplewood City Hall
1830 East County Road B, Maplewood

BACKGROUND

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

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

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

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

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE April 13, 1989

LOCATION Harding High School

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Jim Steinworth		544 Edgerton St. St. Paul	55[illegible]
Rich Hanson		34 Front Ave. St. Paul	55
Scott Hoelscher		Hamline U. St. Paul	
RANDY ROSVOLD	REGIONAL TRANSIT BOARD	230 E. 5TH ST ST. PAUL	551
[illegible] STEINWORTH		1535 E IDAHO ST MPLS	55[illegible]
[illegible] STEINWORTH		" " "	"
DAVID A. JONES	TAXPAYERS	1736 MARGARET ST.	
Dennis R. Kalkofski	MTC	560 6th Av N. Mpls	
LEO HERMES		2158 Powers Ave. St. Paul	
JOHN CAVANAUGH		HASTINGS MN	
Mrs Mrs L Venaglia		2300 Lexington Ave 87	
Della Junior	Ted Prager	1089 Burgundy St. Paul	55
GEORGE HUMKINS	CITIZEN	220 WEST ISABEL ST PAUL	55
JOHN WALKER	"	8143 66th St Cts. - Cott Grove	
Merle Waite	"	609 SIMS ST P 55101	
Greg Rehinger	Citizen	7172 Beech St Paul MN	55
Jim Tolaas			
Jill Gosti			
Ferrol Robinson			
Warren Schaber			
Charleen Zimmer			

000157

FORUM QUESTIONS

Location: Harding High School

Questions asked at April 13, 1989 LRT forum were:

1) Where do you expect the turnaround to be in downtown St. Paul?

2) John Derus appears to be a major impetus for LRT; Hennepin County has completed their comprehensive plan and is substantially ahead of Ramsey County. What coordination exists in this effort and how are we assured of a regional approach to LRT?

3) MTC is like most public transportation systems and receives a subsidy, how will LRT compare in terms of the subsidy needed and are there State and Federal funds available for this subsidy?

4) The cost for LRT was specified at the last forum as roughly $10 million per mile. How does this compare to highway construction? What does the $10 million per mile cover?

5) Have any other alternatives to LRT been considered?

6) What are your ridership expectations?

7) Have alternatives to LRT been considered on the Midway Corridor?

8) The corridor to Cottage Grove appears to be an ideal place for LRT. The community is growing rapidly, bus service is woeful, there are mainline tracks and electrical power already there, there are major trip generators such as Chemolite, and there are a lot of transit dependent students and elderly residents. The Southeast Corridor should receive another look. Shouldn't we be concerned about locating LRT to attract business and growth to the East Metro area? And wouldn't the fact that the tracks are in and electrical power is already there in the Southeast Corridor reduce the cost in that particular area?

9) Is $10,000 per mile an average? What is the range of cost for LRT at street level and underground?

10) Isn't LRT considered not only a method of moving people but also a tool for development and isn't land banking of rail lines critical?

11) Has tunneling been considered?

12) Curious as to where the impetus for LRT is coming from. The laborers who construct this will benefit the most. Are the labor unions influencing the politicians?

13) What will the mall downtown be like?

14) We need an alternative to internal combustion engines and our overdependence on cars. Air is being polluted and there is no more room for highways. It should be pointed out that construction of I-694 cost $40,000 per mile.

15) How is LRT going to be financed?

16) Are Federal funds available?

17) In theory and practically, coordination is the way to do things. The Met Council has done some studies but Hennepin County stepped in because no one else was really moving on this. I think Mn/DOT is the appropriate agency to do LRT but they think of themselves as the 'highway' department. It's difficult to break down past orientation of agencies. How has this been done in other cities that have LRT?

18) If 66 cities are competing for federal funds, wouldn't a joint application from the Twin Cities be more likely to receive early consideration?

19) What role do the Metro Council and RTB serve in this process?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 4/19/89

LOCATION New Brighton City Hall

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Jim Steinworth	MCLR	844 Edgerton St.	55101
Jim Tolaas	RCRRA		
Kathryn Kleinpiegelaere	RCRRA		
Mike Hill		2766 Dellwood	55113
SCOTT THOMPSON	MTC	560 6TH AVE N	
Peter A. Famuch	SRF		
Bob Benda	City of New Brighton	803 5TH AVE NW	
DAVE JACOBSON	RTB		
Sheila Nicholson	Focus NP		
Hugh Granville	RCRRACAC	1835 ALTA VISTA DR	55113
THOMAS J. READER		1443 ARDEN VIEW DR	55112-1
Glenn Wilmot		176 E. OWASSO LANE SHV.	55112
Robert Clarkson	RCRRACAC	1370 West Belmont Lane	55113
Jim Lerdal	Met Council	507 17th Ave NW	
Anne Morris	City of NB	803 - 5th ave NW	
Charlotte Samuelson	Chamber of Commerce	230 23rd Ave NW	
Jerry Samuelson		230 23 ave NW	
BOB BEUTEL		536 FOURTH AV NW	

FORUM QUESTIONS

Location: New Brighton

Questions asked at April 19, 1989 LRT forum were:

1) How does Ramsey County's work fit in with what Hennepin County is doing?

2) Is there ever a payback on LRT development?

3) What type of service will be provided - for example, how early will service begin and how late in the evening will it run?

4) What are the sources of revenue for construction and operation?

5) What is the schedule for development of LRT in the Midway Corridor?

6) What is the impact to highway congestion and scheduling of future highway expansion?

7) Why not look at I-35W and TH 280 for North/South transit movements - both carry huge numbers of commuters?

8) According to the recent RTB survey - although 70% favor LRT, most do not know what LRT really is. What is the comfort level in the studies being made?

9) For what this "choo choo" will cost you could buy 5000 new buses - people with expensive autos aren't going to drive 3 blocks in -32 degree temperatures to park and wait for a train. Why are we pursuing LRT when it is so expensive and why do we think it will accomplish what the bus system has not?

10) What market are we serving - line haul or local - has the decision been made? What type of station spacing is being considered?

11) How do these plans, which emphasize radial corridors, consider growth in the suburbs?

12) How is RCRRA working on our (New Brighton's) behalf?

13) When considering commuter traffic on I-35W, has there been any consideration of the Minnesota Transfer Railway ROW?

14) I work in downtown St. Paul - it only takes 15-20 minutes to get there. Do demographics warrant this type of system to downtown?

15) We have to fix our roadways anyway - why spend all this money on an LRT system?

16) How are you going to get people out of their cars - our society is in love with the auto?

17) Current planning seems to be a fragmented effort in LRT and other transit/roadway improvements - is there a strategy?

18) The freeway has shaped demographics in the suburbs - will LRT?

19) There are only a few citizens here - the rest are agency representatives. Where is your "citizen" input?

20) Who are the representatives in the suburban areas who participate in the committee participation/advisory process?

21) What is the difference between the Comprehensive Plan and the Draft Plan, Final Plan, Staging Plan, etc.?

22) What about alternatives to LRT - when are they looked at?

000469

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 4/20/89

LOCATION Merriam Park Community Center

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Dennis R Tollefsbol	MTC	560 6th Av. N.	55411
Irving Kendall		2080 James Ave St. P.	55105
Frank Ritchey			
[illegible]		1842 Fuller Ave	55104
[illegible]		1932 Chelton Ave.	55104
Merrill Hansen	DIST. 11	787 N. Fairview	
[illegible]		1429 Van Buren	
R.D. Hagen	Midway Chevrolet	1389 University Gr	
Howard Bun	RTB		
Julian J. Zweber		345 Grand Av. St. Paul	
Bob Wicka		1538 Englewood Ave.	55104
William Stromberg		195 N Snelling	55104
Triesta Brown		1491 Blair	55104
Gregory Melby	Self	586 Como Ave St. Paul	551
Ed Hinchida	12th Dist.	2700 Hoyt Ave E St.	
Trenton Chastek		1653 Hewitt	
Ryn Sibbitt	Citizen	1795 Dayton Ave.	
R. Maxon		312 Summit Ave	551
Andrew F. Peterson	Citizen	1404 Hague Ave	5510
Steve McCormick	Citizen (St. Thomas Hall)	1540 Fulham Ave	551
Lisa Lee	16A riders	181 Sherburne Ave	55

000157

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 4/20/89

LOCATION Merriam Park Community Center

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Gordon Meeker	Self	1540 Ashland	55104
Pat Lindner	Self	582 Charles	55103
Commissioner Diane Ahrens Ramsey County			
Jill Gaski	RCRRA		
Jerrol Robinson	SRF		
Kathryn Kasprzyk-Hagen	RCRRA		

000157

FORUM QUESTIONS

Location: Merriam Park Community Center

Questions asked at April 20, 1989 LRT forum were:

1) Has there been consideration of going underground with LRT in the downtown area due to congestion?

2) Is the whole system oriented to link up between downtowns or is there consideration of linking neighborhoods?

3) Has it definitely been decided that there will be LRT and if so how will it be financed?

4) University is a shopping street - at first look it appears to be a good alignment, however, three years of construction would disrupt business. RTB should look more closely at other alignments than University Avenue for the Midway Corridor. LRT would be better on the RR line.

5) Rather than having LRT in the middle of the street couldn't they consider a system similar to Providence, R.I., with LRT on the side of the road?

6) What are the assumptions on which your study is based? Who woul ride, subsidy, costs?

7) What type of trip are you trying to accommodate with LRT?

8) There is concern about the degradation of the streets on which LRT will be located. Who will take care of the track area?

9) Why is the U of M transit way shown on the Midway Corridor map?

10) What is the time frame for your planning horizon? Do you believe that more than the Midway Corridor will be built in the next twenty years?

11) Has MTC had anything to say about where LRT will be located? Have studies been directed to where stations will be located and where parking would be provided?

12) What's wrong with letting Hennepin County build the first line to pilot LRT and see if it works?

13) What is the problem to which LRT has been identified as the solution?

14) How will Midway Corridor with shared right of way affect congestion differently than other alternatives? Will there be preemption of traffic signals?

15) What else is involved in the community participation process?

16) Has it been considered to put buses on the corridors identified to demonstrate whether they would be successful routes? There is no publicity for our bus system in the Twin Cities. Chicago has an extremely well publicized bus system and you can go anywhere with ease without having a schedule ahead of time.

17) How does building an exclusive busway compare to building LRT?

18) People don't need to get between the two downtowns, they need to get to the airport. Has this been addressed?

19) Has anyone talked to the railroads about the availability of the railroad lines referred to in this plan?

20) Would using existing railroad right of way mean that LRT would compete with freight trains?

21) Is the bus system approaching gridlock within the next twenty years?

22) The Ramsey County Board is doing a good job and the RRA staff also. Mrs. Hunt said that she would try to move the Board to vote on the Midway Corridor, what action has the Board taken?

23) We're ticked off at the process - some previous studies and task forces have had preconceived ideas. Ramsey County is the only level agency that has asked for the community input and actually listened to us. I'm concerned that if the responsibility for LRT planning is given to another agency that there will be no opportunity for the community to be heard.

24) It's important to answer 'What purpose does LRT serve?' Ramsey County does not have the congestion that Hennepin County has. We shouldn't tear up neighborhoods to build freeways, but there is concern about a decrease in service to transit users if LRT is located on University Avenue. Has a comparison been made between current levels of bus service and projected service with LRT?

25) Are other forum participants as negative as this group?

26) What will attract more transit ridership to LRT than to buses?

27) Ramsey County should look very carefully at the selection of an engineering firm for preliminary engineering. The selection should preferably be a firm from outside of the area that has had no experience working in this area on this issue, and they should be allowed and encouraged to talk to everyone.

28) What is Hennepin County doing with the alignment toward St. without a decision by Ramsey County on the Midway Corridor?

29) In conclusion, those in attendance at this meeting should ta straw vote to forward back to the Ramsey County Regional Rail. Authority as to how Ramsey County should proceed regarding LRT:

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

In favor: 12
Opposed: 3

000467

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE April 26, 1989

LOCATION Maplewood City Hall

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Jim Ball	Self	1521 Westminister #111 St Paul	55
David Shankland	"	2613 E 16th Ave N St Paul	55
Vernon Schwarzkopf	"	4529 N. Oakleaf Ct. W.B.	55
Richard Wachal	"	1354 E. Belmont Mpls.	S
Dale Carlson	"	1890 Barclay St. MPWD	
Dennis R. Tollefsbol	MTC	560 6th Av. N. Mpls	
Mike Kothbauer	Self	1750 English St Mplwd	
CHARLES BERG	SELF	1755 ENGLISH ST Mplw.	
Bob Sands	Edwards & Kelcey	7401 Metro Blvd. Mpls	5543
Bob. Hajicek	self	1700 E. Co. Rd D stPaul	55
J. M Steinworth	MCCR	844 Edgerton St Paul	5510
Howard Blin	RTB		
Barb Buckley	Self	2676 Elm St. Mplwd	55
Mike McGroarty	Self	1846 Asbury Falcon Hts	55113
Craig Berdie	~~1800 Eastshore~~ Self	1800 Eastshore Drive Maplewd	
Mrs Norma Freeman	self	1550 English St Paul	55
Gary Dehn	Self	1252 Cope Ave E Mplwd	S
Gren Hackenmeyer	Self	161 Elmer ST. St Paul	
Robert J. Larson	Self	1998 Ripley Av Maplewood	55
Scott Heidelich	CITIZEN	1966 Portland St. Paul	
Jim Oswald	self	1330 Ripley Ave	
000157 Peter Rahn	self	173 Elmwood St. St Paul	53

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE April 26, 1989

LOCATION Maplewood City Hall

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Kathy Rafferty	RCRRA		
Hugh Faville	RCRRACAC	ROSEVILLE	55113
Jeanette A. Steinwand	MCRR	1860 Cedar Ave W. RV	55111
DONNA BOLLES	~~Self~~ Self	1825 N. Clarence St.	Maple 55
MARGARET WALZ	Self	1785 N. Clarence St.	Ma 55
Robert Clarkson	RCRRACAC	Roseville 55113	
Hal Norgard	Ramsey Co. Bd.		
Jill Gaski	RCRRA		

FORUM QUESTIONS

Location: Maplewood City Hall

Questions asked at April 26, 1989 LRT forum were:

1) Why is the TH 36 Crosstown Corridor a second level priority rather than a first level priority?

2) How much will it cost to build and operate LRT and how will it be financed?

3) Can you define LRT in more detail in terms of its size and noise?

4) How can we find out about right of way if our property backs up to the BN railroad line?

5) How was this forum publicized?

6) What will happen if LRT is built on the BN railroad line in terms of fences, overpasses or underpasses and noise?

7) The Northeast Corridor seems to be aligned along the BN railroad line, has any consideration been given to TH 61 - TH 36 - I-35 combination for this corridor?

8) When will preliminary engineering begin on the Midway Corridor?

9) Is the track size for LRT the same as for a regular railroad line?

10) In how many cases is it contemplated that businesses or homes would have to be acquired to build LRT?

11) Is there any method to control the retail development that tends to occur around LRT stations?

12) Why is this being done county-by-county rather than a regional approach?

13) Why isn't more consideration being given to commutes between various suburbs?

14) What is the actual likelihood something will happen with LRT? Are there any other alternatives being considered, such as sane lanes?

15) How soon would we see LRT?

16) What happens to property if LRT ends up in your backyard?

17) What would be the frequency of service?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 3/22/89

LOCATION St. Paul Chamber of Commerce

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
JOHN HEALY	Oppenheimer	1700 Int'l. Ctr. St. P.	55101
DAVID BRADSHAW	GALLERY BLDG	17 W EXCHANGE	55102
D. L. KIRKEEIDE	U S WEST	70 W. 4th ST.	55102
RON DECKERT	LRT-WASH Co.		
John Finley	Ramsey Cty		
Jim Tolan	RCRRA		
FERROL ROBINSON	STRCAR-ROSCOE-FAUSCH		
Jim Engelman	NSP		
Bill Hoski			
Jim Brekl	Dunn, Thorn, Hayes, Simonet, Buhl		
~~Kim Gilmore~~	~~SCORE~~		
Jane Le	Chamber of Commerce		
~~Lynn Anderson~~	Chamber of Commerce		
Nacho Diaz	Met Council		
Ozzie Spurgfield			
~~Bob Lindseller~~	Chamber of Commerce		
Chuck Wiger	Chamber of Commerce		
Bonnie Franta	Coldwell Banker	900 2nd Ave. S. Mpls.	554
Paul Mandell	CAAPB	B-46 State Capitol St Paul	55155
JULIAN H. EMPSON	MN HOUSE OF REPS	RM 5 SOB STPAUL	551
Bob Bach			
000[illegible] Jefferson	MBA-SCORE	36 Nicollet Pl St Paul	55116

FORUM QUESTIONS

Location: Downtown-Chamber of Commerce

Questions asked at March 22, 1989 forum were:

1) What has been the nature of Questions, concerns and comments at February LRT forums throughout the community?

2) Would you comment on the bills before the legislature and how they may affect the project and timeframes? What do you think will happen and what do you think ought to happen?

3) Where will funding for LRT come from?

4) It seems like we're trying to catch up with Hennepin County, wouldn't a regional approach be more effective?

5) Couldn't rapid transit be accomplished with adjustments to the bus system by establishing high frequency commuter buses throughout the area and equipping them with preemption equipment? Couldn't this serve as a pilot for whether the ridership interest is there?

6) Isn't it important to set up north-south routes to feed transit routes to give a better indication of ridership interest and therefore the need for LRT?

7) Are we running two separate systems: one linking between downtowns without considering links to suburbs and one comprised of lateral legs from downtown St. Paul to suburban areas? Doesn't the leg between Minneapolis and St. Paul need those lateral legs to succeed?

8) How will system connect to downtown as an asset without being a barrier to pedestrian traffic?

9) Have other systems in the country been done in segments or all at once?

000471

CHAMBER OF COMMERCE MEETING

April 24, 1989

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

4/28/89
000472

Saint Paul
Area Chamber
of Commerce

April 25, 1989

TO: TECHNICAL COMMITTEE
Ramsey County Regional Rail Authority

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

RE: LRT ALIGNMENTS IN DOWNTOWN SAINT PAUL

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

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

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

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

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

* minimize disruption to existing traffic and utilities by considering utility location and avoiding street closings;

* avoid aesthetically intrusive or inappropriate designs in siting of stations;

* provide access and comfort for the elderly and disabled;

* minimize necessary construction expense and disruption of business activity; and

* maximize opportunities for expansion of the system.

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

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

RGH/sue

GEORGE LATIMER
MAYOR

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

MEMORANDUM

DATE: April 26, 1989

TO: Kathy DeSpiegelaere
Director of LRT Planning, RCRRA

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

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

---

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

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

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

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

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

Thank you for the opportunity to comment.

PAR:da

cc: Dan Dunford
Rich Hadley

Distributed at Merriam Park forum

March 28, 1989

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

Dear Ron,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Some Reasonable Alternatives

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

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

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

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

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

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

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

Sincerely,

Bob Wicker
1538 Englewood Avenue
St. Paul, MN 55104

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

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

Subj. Scope of Midway Corridor, "ShortLine"

Dear John:

Refr. Plate I, Enclosure

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

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

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

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

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

Refr. Plate II, Enclosure

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

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

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

over

University Avenue

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

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

Electric Trolley Buses

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

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

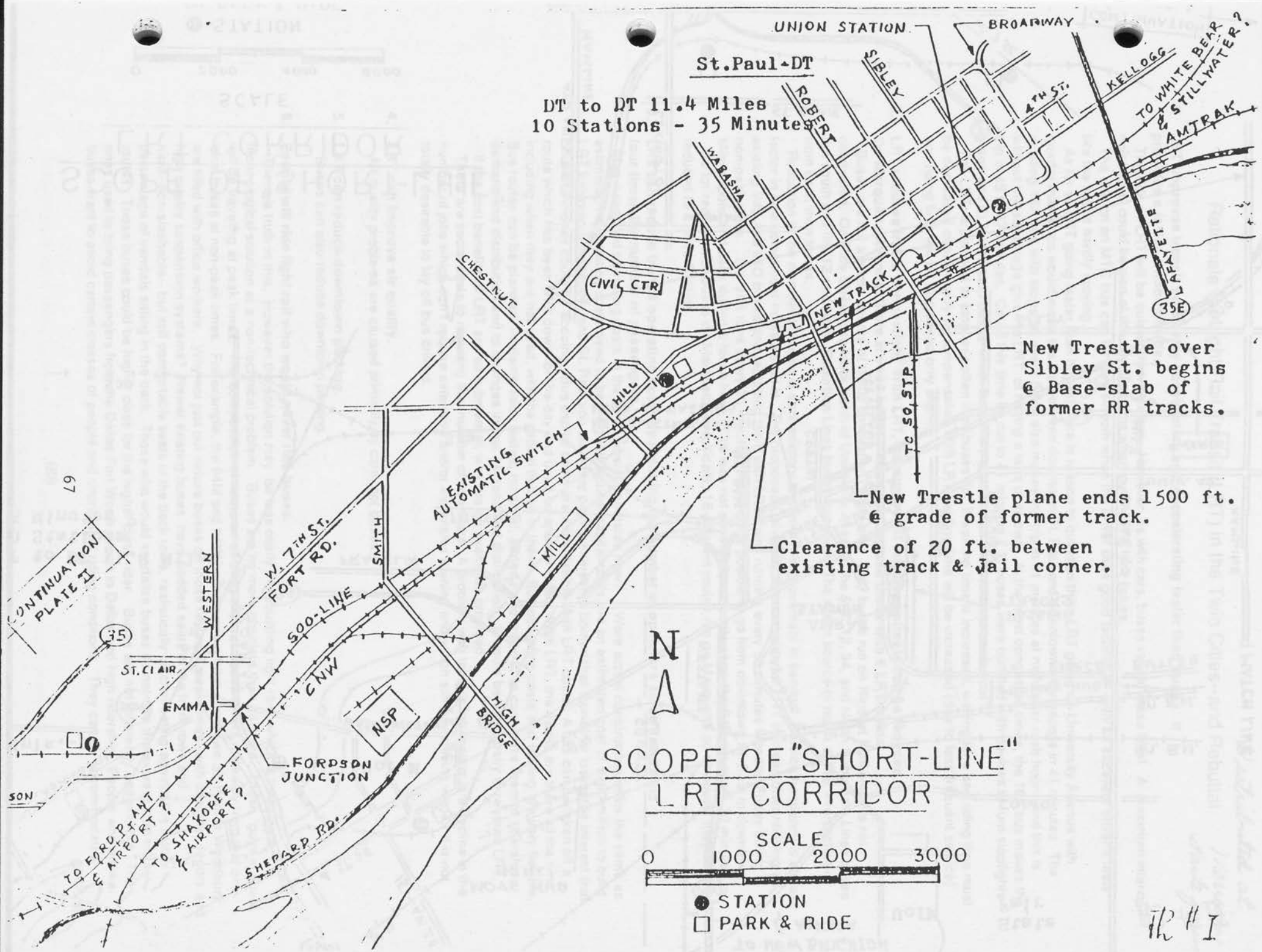
Comments

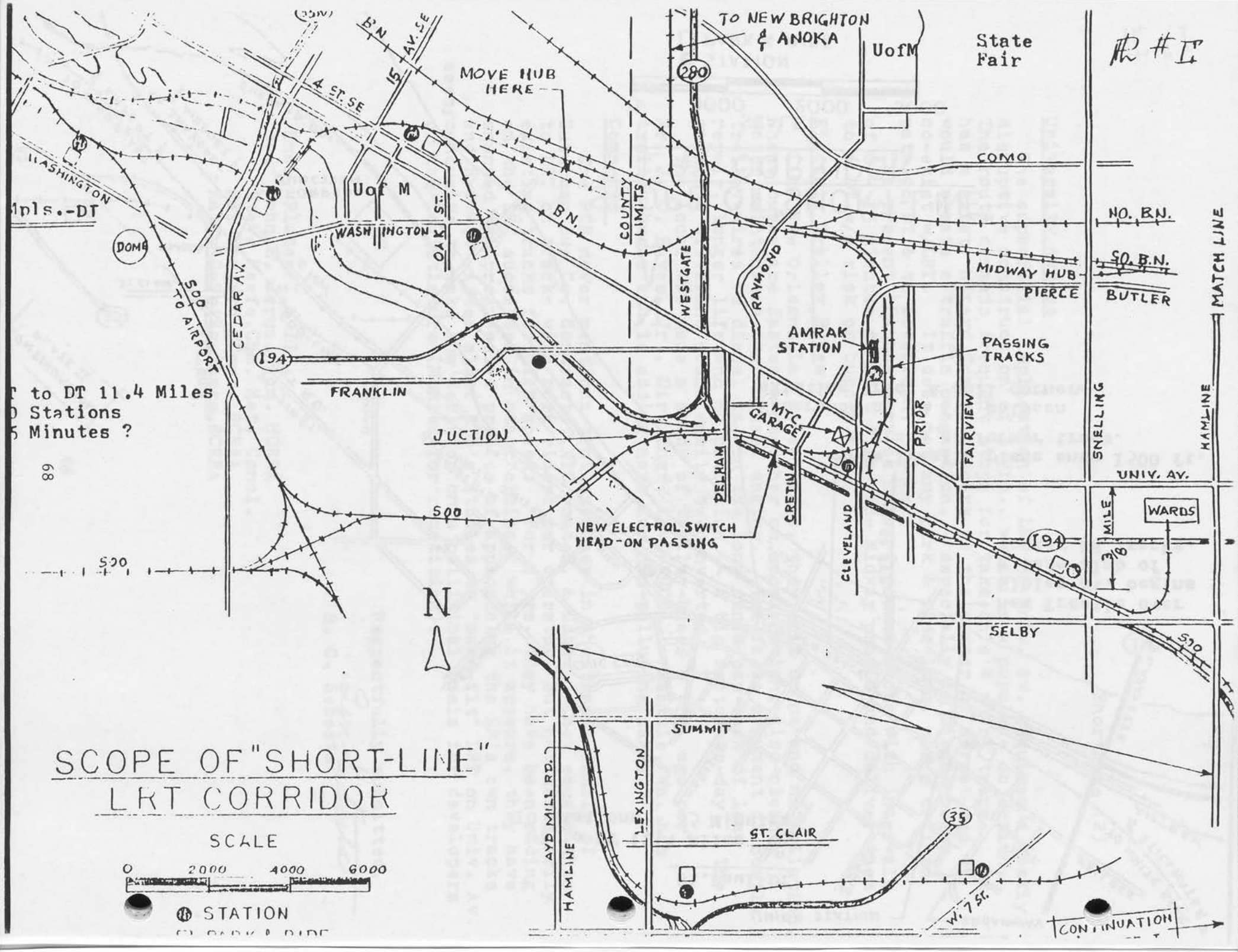
The RTB never mentions trolley-buses in the transit-family of Suburban Bus Co. Contracts, MTC routes, & Cabs. They equate them to LRT on tracks with more riders per operator, but not nesessarily existing tracks for high speed. For 6 yrs. they have been riding on the LRT successes in other cities, while,it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

Respectfully submitted,

B. C. Sebesta

Encl. Plates I & II
cc, John E. Jerus, Chm. HCRRA
Steve Keefe,Chm, Met. Concl.
Hal Norgard, Comr. RCRRA
Kathy DeSpiegelaere,RCRRA


St.Paul-DT
DT to DT 11.4 Miles
10 Stations - 35 Minutes
UNION STATION
BROADWAY
SIBLEY
ROBERT
WABASHA
4TH ST.
KELLOGG
TO WHITE BEAR & STILLWATER?
AMTRAK
LAFAYETTE
35E
CHESTNUT
CIVIC CTR
NEW TRACK
HILL
TO 50, STP
EXISTING AUTOMATIC SWITCH
New Trestle over Sibley St. begins @ Base-slab of former RR tracks.
New Trestle plane ends 1500 ft. @ grade of former track.
Clearance of 20 ft. between existing track & Jail corner.
CONTINUATION PLATE I
WESTERN
W. 7TH ST.
FORT RD.
SMITH
MILL
SOO-LINE
CNW
ST. CLAIR
EMMA
NSP
HIGH BRIDGE
FORDSON JUNCTION
TO FORD PLANT & AIRPORT?
TO SHAKOPEE & AIRPORT?
SHEPARD RD.
N
SCOPE OF "SHORT-LINE" LRT CORRIDOR
SCALE
0 1000 2000 3000
STATION
PARK & RIDE
RR #1


TO NEW BRIGHTON & ANOKA
UofM
State Fair
MOVE HUB HERE
B'N 15 AV. SE
4 ST. SE
280
COMO
WASHINGTON
Mpls.-DT
DOME
Uof M
WASHINGTON
OAK ST.
B.N.
COUNTY LIMITS
WESTGATE
RAYMOND
NO. B.N.
SO. B.N.
MIDWAY HUB
PIERCE
BUTLER
MATCH LINE
500 TO AIRPORT
CEDAR AV.
194
FRANKLIN
AMRAK STATION
PASSING TRACKS
to DT 11.4 Miles
Stations
Minutes ?
JUCTION
MTC GARAGE
PELHAM
CRETIN
CLEVELAND
PRIOR
FAIRVIEW
SNELLING
HAMLINE
UNIV. AV.
500
NEW ELECTROL SWITCH HEAD-ON PASSING
N
WARDS
MILE
3/8
194
SELBY
SUMMIT
AYD MILL RD.
HAMLINE
LEXINGTON
ST. CLAIR
35
W. 7 ST.
CONTINUATION
SCOPE OF "SHORT-LINE"
LRT CORRIDOR
SCALE
0 2000 4000 6000
STATION

Distributed at Merriam Park forum

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   Buses can also reduce downtown parking.

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

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

03/05/89

Metropolitan State University
Office of the President

April 25, 1989

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

Dear Katheryn:

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

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

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

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

Sincerely,

Daniel Kirk
Executive Assistant
to the President

DK:lp

Suite 121, Metro Square, 121 Seventh Place E., St. Paul, Minnesota 55101-2189, 612/296-4445

An equal opportunity educator

April 20, 1989

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

Dear Kathy:

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

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

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

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

Sincerely yours,

Thomas J. Reader

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

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

Minnesota Pollution Control Agency
520 Lafayette Road, Saint Paul, Minnesota 55155
Telephone (612) 296-6300

Celebrate MINNESOTA 1990

April 6, 1989

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

Dear Commissioner Finley:

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Gerald L. Willet

Gerald L. Willet
Commissioner

GLW:rml

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

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

First Bank Building
Suite 1700
St. Paul, MN 55101

April 19, 1989

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

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

Dear Kathryn:

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

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

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

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

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

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

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

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

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

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

Sincerely,

John D. Healy, Jr.

JDH:rlg

cc: John Finley
Richard Hadley

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

Name Mike Kothbauer
Address 1750 English St
Maplewood, MN

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

Position, Agency or Group

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

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

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

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

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

Position, Agency or Group

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

Not convinced.

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

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

Name Gary Gecke
Address 1252 Cope Ave E
Maplewood, MN 55109

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

Position, Agency or Group

Statement

I'm looking foreward to LRT
I would like more Level 2 Routes to go East-west Rather than to both Downtown St Paul or Mpls.

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

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

Name David Shankland
Address 2613 E. 16th Av.
No St. Paul, MN 55109

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

Position, Agency or Group

Statement

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

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

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

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

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

Name Richard A. Hanson
Address 34 Front Avenue
St. Paul, Mn 55117

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

Position, Agency or Group

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

Richard A. Hanson

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

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

Name Ross Kilun
Address 1974 Ashland Av
St Paul Mn 55104

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

Position, Agency or Group

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

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

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

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

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

Position, Agency or Group

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

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

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

PRESENTATIONS AND MEETINGS

Meetings and presentations were held during the preparation of the plan as requested with interested groups including legislators, St. Paul Area Chamber of Commerce, Midway Civic and Commerce Association, Capitol Area Architectural and Planning Board, Minnesota Department of Transportation, City of St. Paul Planning and Economic Development, City of St. Paul Public Works, Regional Transit Board, Metropolitan Transit Commission, Metropolitan Council, Transportation Advisory Board, Minnesota Pollution Control Agency, University of Minnesota, Downtown Council, District Council Community Organizers, Burlington Northern Railroad, Soo Line Railroad, Chicago and North Western Transportation Company, Minnesota Commercial Railroad, Ad Hoc Disabled Task Force, County Regional Railroad Authority staff of metropolitan counties.

A list of meetings and presentations during the development of the DRaft Comprehensive LRT Plan between January 1 and July 25, 1989 follows.

MEETINGS HELD ON RCRRA COMPREHENSIVE LRT PLAN
JANUARY 1 - JULY 25, 1989

January 3	Intergovernmental Committee
January 10	Citizens Advisory Committee
January 11	St. Paul District Council Community Organizers
January 12	Technical Committee
January 26	Technical Committee
February 2	Northeast Corridor Task Force
February 6	Public Forum - North End Multi Service Center
February 9	Public Forum - Merriam Park
February 13	Public Forum - White Bear Lake
February 14	Intergovernmental Committee
February 14	Citizens Advisory Committee
February 16	Public Forum - New Brighton
February 22	Public Forum - Harding
February 23	Technical Committee
March 7	Intergovernmental Committee
March 8	Northeast Corridor Task Force
March 22	Downtown Forum - St. Paul Chamber of Commerce
March 23	Technical Committee
April 4	Intergovernmental Committee
April 5	St. Paul PED and PW
April 10	RRA Commissioners Work Session
April 11	Citizens Advisory Committee
April 13	Public Forum - Harding
April 19	Public Forum - New Brighton
April 20	Technical Committee
April 20	Public Forum - Merriam Park
April 24	St. Paul Chamber of Commerce
April 26	Public Forum - Maplewood
April 28	Technical Committee
May 2	Intergovernmental Committee
May 2	Citizens Advisory Committee
May 3	Northeast Corridor Task Force
May 25	Technical Committee

June 5	St. Paul Chamber of Commerce
June 6	Intergovernmental Committee
June 6	Citizens Advisory Committee
June 7	Northeast Corridor Task Force
June 13	Transit Agencies
June 14	RRA Commissioners Work Session
June 16	St. Paul PED
June 19	St. Paul PED Staff
June 21	Capitol Area Board Staff
June 22	Technical Committee
June 27	Intergovernmental Committee
June 27	Citizens Advisory Committee
June 29	Technical Committee
July 5	Northeast Corridor Task Force
July 6	Technical Committee
July 11	Intergovernmental Committee
July 11	Citizens Advisory Committee
July 19	District Council Community Organizers Meeting
July 25	RCRRA Meeting-Adoption of Draft Plan

PUBLIC REVIEW PROCESS FOR DRAFT COMPREHENSIVE LRT PLAN

A two and a half month public review period for the draft Comprehensive LRT Plan which extended from July 25 until October 12, 1989 was built into the project timeframe specifically to provide an opportunity for public review and comment. The public review process included six components: notification of draft report completion and availability, direct mailing of the report or summaries, meetings and presentations, committee review, public forums and a public hearing.

NOTIFICATION OF DRAFT PLAN

Beginning in July 1989 notification of the completion of the draft plan was accomplished through a variety of resources including the following:

Newsletter - The August issue of the Ramsey County Regional Railroad Authority Newsletter focused on the draft recommendations, specified the availability of the report and included notification of the public forums.

Press Releases - Local newspapers and publications received press releases on the content of the draft plan, availability of the report and notification of the public forums.

Flyers - 40,000 flyers containing basic information about the draft plan and public forums were distributed on all MTC bus routes in late August, posted and distributed through the St. Paul District Councils, at numerous presentations and meetings and at the Ramsey County Fair, sent to local newspapers and publications, and distributed to many public locations.

Public Summary - A brief Executive Summary was distributed to public libraries, public agencies and organizations throughout the county, as well as to interested groups and individuals.

DIRECT MAILING OF REPORT

The Draft Comprehensive LRT Plan was mailed to groups and individuals who had been involved in the process or who may be affected by the plan accompanied by a letter requesting comments. Reports were also mailed to groups or individuals requesting the report. A sample letter and list of organizations included on the mailing list follow.

RAMSEY COUNTY
Regional Railroad Authority

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

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

July 26, 1989

A draft comprehensive light rail transit plan has been completed by Ramsey County Regional Railroad Authority. A copy of the study and its summary are enclosed. The draft plan contains information on the potential for light rail transit in Ramsey County for the next 20 years.

Another light rail transit project has been initiated by Ramsey County Regional Railroad Authority on the Midway Corridor, connecting downtown St. Paul, Minneapolis and the University of Minnesota. The environmental impact statement being prepared for that project will result in a decision on preferred alignment for light rail transit in the Midway Corridor.

The public review period for the comprehensive LRT plan will end on October 12, 1989. Comments on the plan may be sent to me at the address on this letter. A schedule of public forums on the plan is enclosed. At the forums, the plan will be explained and questions/comments about it from the audience will be solicited.

The written comments on the draft plan received prior to October 12 will be assembled for review by Ramsey County Regional Railroad Authority. The plan will be modified, taking into account the comments received, before it is prepared in final form in late November for adoption by Ramsey County Regional Railroad Authority.

We appreciate the commitment of the 83 committee and task force members who have participated in the review of information as it has been developed for the plan.

Very truly yours,

John T. Finley, Chairman
Ramsey County Regional Railroad Authority

JTF/clm
Enclosure

RAMSEY COUNTY
Regional Railroad Authority

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

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

July 26, 1989

A draft comprehensive light rail transit plan has been completed by Ramsey County Regional Railroad Authority. A summary of the plan is enclosed. The draft plan contains information on the potential for light rail transit in Ramsey County for the next 20 years and can be made available to you upon request.

The public review period for the comprehensive LRT plan will end on October 12, 1989. Comments on the plan may be sent to me at the address on this letter. A schedule of public forums on the plan is enclosed. At the forums, the plan will be explained and questions/comments about it from the audience will be solicited.

The written comments on the draft plan received prior to October 12 will be assembled for review by Ramsey County Regional Railroad Authority. The plan will be modified, taking into account the comments received, before it is prepared in final form in late November for adoption by Ramsey County Regional Railroad Authority.

We appreciate the commitment of the 83 committee and task force members who have participated in the review of information as it has been developed for the plan.

A complete report, Draft Comprehensive LRT Plan for Ramsey County, may be obtained by contacting Ramsey County Regional Railroad Authority, 612-298-4145.

Very truly yours,

John T. Finley, Chairman
Ramsey County Regional Railroad Authority

JTF/clm
Enclosure

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
DRAFT COMPREHENSIVE LRT PLAN
DISTRIBUTION LIST

1. INTERNAL - RCRRA
   - Commissioners
   - Commissioners Assistants
   - Staff

2. INTERNAL - RAMSEY COUNTY
   - Executive Director
   - Director of Public Works
   - Deputy Director of Public Works
   - Director of Budget and Accounting
   - Property Manager
   - Attorney
   - Director of Personnel

3. COMMITTEES
   - Intergovernmental Committee
   - Citizens Advisory Committee
   - Technical Committee
   - Northeast Corridor Task Force

4. BUSINESS AND CIVIC GROUPS
   - St. Paul Area Chamber of Commerce
   - Midway Civic and Commerce Association
   - Downtown Council
   - Payne/Arcade Business Association
   - Suburban Chamber of Commerce

5. OTHER COUNTY REGIONAL RAILROAD AUTHORITIES
   - Commissioners
   - Staff

6. RELATED AGENCIES/ORGANIZATIONS
   Metropolitan Council
   Minnesota Department of Transportation
   Regional Transit Board
   Metropolitan Transit Commission
   Minnesota Pollution Control Agency
   Minnesota Department of Natural Resources
   University of Minnesota
   Capitol Area Architectural and Planning Board

7. ST. PAUL DISTRICT COUNCILS
   St. Paul District Council Community Organizers
   President of District Councils

8. MUNICIPALITIES
   Mayors
   City Council Members
   City Administrators
   Planners
   Public Works Directors

9. LEGISLATORS

10. SPECIAL POPULATION GROUPS
    Disabled Groups
    Senior Federation
    Ramsey Action Programs

11. LIBRARIES

12. INTERESTED INDIVIDUALS

13. OTHERS AS REQUESTED

MEETINGS AND PRESENTATIONS

Meetings and presentations with a variety of agencies, organizations and special groups were held to review the draft recommendations and to address their specific interests, concerns and needs. A list of meetings and presentations during the public review period (July 25 through October 12) follow.

MEETINGS HELD ON RCRRA COMPREHENSIVE LRT PLAN
PUBLIC REVIEW PERIOD
JULY 25 - OCTOBER 12,1989

August 16	Downtown Community Development Council
August 23	Transportation Advisory Board, Technical Advisory Committee - Land Transportation Committee
August 23	Public Forum - Roseville Planning Commission
September 5	Citizens Advisory Committee
September 6	Transportation Advisory Board, Technical Advisory Committee
September 7	Transportation Advisory Board, LRT Task Force
September 11	Public Forum - Highland Park
September 12	Capitol Area Architectural and Planning Board
September 12	Public Forum - Falcon Heights
September 13	University of Minnesota
September 13	Public Forum - Harding
September 14	Public Forum - Maplewood
September 19	Lexington Hamline District Council
September 20	Transportation Advisory Board
September 20	Ramsey County League of Local Municipalities
September 21	Public Forum - Merriam Park
September 25	Chamber of Commerce LRT Committee
September 26	RCRRA Public Hearing on Draft LRT Comprehensive Plan
September 26	Public Forum - Vadnais Heights
September 27	St. Paul City Council Housing and Economic Development Committee
October 3	Public Forum - St. Adalbert's

COMMITTEE REVIEW AND RECOMMENDATIONS

Each of the four committees reviewed information and made recommendations throughout the development of the Draft Comprehensive LRT Plan. The Draft Report was distributed to all committee members with an invitation for additional comments, suggestions, or recommendations. In addition, the Citizens Advisory Committee elected to hold a final committee meeting to discuss the Draft Report and offer final group comments and recommendations. A sample of letters sent to committee members, the minutes of the September 5, 1989 Citizens Advisory Committee meeting and comments submitted by individual committee members follow.

Minutes

Citizens Advisory Committee
Ramsey County Regional Railroad Authority
September 5, 1989

Members present: Bob Kren, Bob Van Hoef, Paul Gilliland, Marc Manderscheid, Hugh Faville, Charlie Wold, Frank Sandberg, Bob Rossman, Bob Clarkson

Members absent: John Sheehan, Ron Vanelli, Helen Sever, Nancy Tracy, Bob Straughn.

Others: Jill Goski, Pam Darsow, Kathryn DeSpiegelaere

Bob Kren called the meeting to order at 5:05 p.m. The minutes were approved as amended. The amendments are:

1. Helen Sever was listed twice as attending.

2. Bob Rossman was absent at the last meeting.

3. A sentence in the previous meeting's minutes about the University of Minnesota was removed at Bob Clarkson's request.

Comprehensive LRT Plan

Bob Clarkson submitted two pages of suggested improvements for the record on the draft comprehensive LRT plan that was adopted July 25 by Ramsey County Regional Railroad Authority.

Bob Van Hoef said that he does not concur with the statement on page V of the report, "The Draft Comprehensive LRT Plan recommends six corridors in Ramsey County where LRT should be constructed in the next 20 years." The phrase "should be constructed" goes too far beyond what this committee has ventured to project.

Marc Manderscheid said that page 6 of the report states, "A comprehensive Plan examines in a general, conceptual manner what areas should be studied in greater detail in subsequent steps." That is more realistic.

Hugh Faville said the recommendations of the Citizens Advisory Committee (Page A-4) are more realistic.

A motion was made by Marc Manderscheid and seconded by Bob Van Hoef:

It is the sense of the Citizens Advisory Committee that it is premature to recommend six corridors for construction of LRT in the next 20 years. Although that may be feasible, the committee does not have the ability to make that recommendation because of uncertainties involved.

Frank Sandberg spoke against the motion. The motion passed on a 5/4 vote. Those in favor: Manderscheid, Faville, Gilliland, Van Hoef, Wold. Those opposed: Rossman, Sandberg, Clarkson, Kren.

Marc Manderscheid said there should be a reference in the report to the Midway Corridor Task Force.

Charles Wold said the committee should encourage the Rail Authority to do as much as it can as soon as it can, and not be negative about LRT.

Paul Gilliland said there is a prevalent build mentality in the report. It ought to give equal standing to slow growth/no growth. For Midway Corridor work, station spacing and philosophy of service was discussed. High platforms translate to a commuter system rather than a local transit system. If that is the goal, it should be addressed in the report. Paul doesn't agree with that perspective, but it should be stated.

He said in public meetings the differences between alignments and corridors should be stressed. The comprehensive plan makes that distinction well.

Charles Wold said this committee voted unanimously for high platform stations in order to provide better, faster handicapped boarding. Paul Gilliland said he wasn't at that meeting and he is dealing with the contingencies high platforms place on the system.

Bob Rossman said it should be remembered that LRT will not serve only commuters; feeder buses will provide local transit service.

Marc Manderscheid said in regard to page VI, potential benefits of LRT, that to say LRT can alleviate the inconvenience of traffic jams presumes that LRT will be on separate right-of-way. If LRT is limited to the speed of traffic, there would be no time advantage. He said the second sentence should read, "Although initially expensive to construct, LRT can reduce transit operating costs because a single operator can carry far more passengers on LRT than on a bus." On page X, the cost of vehicles should be included. On page 91, delete the third sentence. On page 90, if ridership is from downtown to downtown for the Midway Corridor, the cost figures on page 91 should be for a comparable area. On page 38, including such a broad area of St. Paul in the service area for the South/Southwest Corridor should be re-examined.

Bob Clarkson said the service area for the East/West Crosstown may be too large.

Charles Wold said an underground alignment in downtown St. Paul should be encouraged. Perhaps cost figures for downtown should reflect that. Bob Rossman said tunneling should be considered in the downtown, or it will be disruptive to the business community.

Bob Clarkson moved and Charles Wold seconded:

Preliminary engineering studies on the Northeast Corridor should be undertaken within the next year. (The recommendation on page 85 was for five years, rather than one year.)

Paul Gilliland said preliminary engineering for the corridor was not addressed previously by the Northeast Corridor Task Force or the Citizens Advisory Committee. The Northwest Corridor has a higher potential for LRT and should come first. The Rail Authority can acquire the right-of-way without constructing on it. Preliminary engineering for the Northeast Corridor should not be upgraded. He opposes the motion.

The motion passed on a vote of 6 to 3. Paul Gilliland, Bob Van Hoef and Marc Manderscheid opposed the motion.

Hugh Faville's comments were:

On page 3, "LRT can be found along freeways, in railroad rights-of-way, in its own right-of-way, and in reserved corridors along city streets." On page 5, Add a benefit -- LRT will eliminate the need for motorists to drive/park in congested downtown areas. On page 17, third bullet -- successes and failures of LRT systems should be modified to read: "Learning from the experiences of LRT systems in other cities has benefited this plan." On page 31, "However, it is acknowledged that large segments of the rail line may not be available for LRT..." Marc Manderscheid said it may not be large segments but could be small. Hugh said this implies converting the rail line to LRT, and that's not being proposed. On page 33, North Oaks should not be included in service area. Some of the generators listed are not significant. On page 41, take out 00 under the third bullet. On page 79, the station does a poor job of serving the Capitol complex. On page 101, the last line should read Ramsey County property taxpayers. Hugh Faville liked that the report supports a tunnel.

Frank Sandberg liked the report. Ridership for LRT may be underestimated in it, in his opinion.

Paul Gilliland said the report:

- o Lacks a philosophy of the overall LRT system - high speed or integrated.

- o Transit riders should not have to go downtown to get to Maplewood Mall.

He is uncomfortable with page V of the Executive Summary, "Development of the LRT Plan included extensive community involvement."Community awareness, but not involvement, would be more accurate. There is not a groundswell to proceed with implementation.

Bob Van Hoef said the report implies that there is consensus. Committees have not reacted to the report itself. This is a report from the consultants who may or may not have benefited from the input of various groups. Recommendations of those committees are not necessarily in this report. Kathy pointed out that the committees' recommendations are included in Appendix A and how they influenced the report.

Bob Van Hoef said LRT could be destructive of downtown if not carefully planned. It should be stated that though there have been numerous meetings, committee meetings, there is not consensus. Participation doesn't mean consensus.

Paul Gilliland said the report should not imply broad community consensus.

Charlie Wold said he applauds efforts to get community involvement, but that is not necessarily a consensus.

Bob Van Hoef said there should be a letter of transmittal -- this is consultants' report. Paul Gilliland said it isn't a consultants' report, it is the Rail Authority's report.

Bob Kren said he found the corridor discussion on pages 33 to 41 to be extremely confusing. The North Corridor service area contains very few transit generators. What is the connection between transit generators and transit trips? That is confusing.

Frank Sandberg said it is not contradictory -- ridership and generators are not necessarily the same.

Bob Kren said on pages 74-75, it is stated that it is important to maintain visibility of street level shops. The Chamber and Downtown Council are too late. Street level retail has been discouraged for skyway development. The quality of street level businesses has deteriorated. On page 88, delete the word "recommended" in the heading. On page 90, generators of ridership for special events should not be referenced unless all are specified. Some could be extinct. On page 91, Table 5, the reason for the range of costs should be noted.

Hugh Faville said that on page 103, the ability to raise the funds for LRT is reasonable. On page 78, the north arrow is incorrect. Cedar/Minnesota are not north/south in orientation.

Marc Manderscheid said on page 44, the statement is made that existing transit ridership is moderately high. As compared to what?

Concluding Comments

This is the final meeting of the Citizens Advisory Committee. Kathy DeSpiegelaere thanked the Chairman, Bob Kren, the secretary, Pam Darsow, and committee members for their work. The committee has met for two years. The contributions and time of the members on this project and others have been valuable to the Regional Railroad Authority. Members should contact staff if they'd like information or have comments in the future. Their contributions are greatly appreciated.

The meeting adjourned at 7:15 p.m.

Suggested Improvements For The
Draft
Comprehensive
Light Rail Transit Plan
For Ramsey County

Bob Clarkson
RCRRACAC
9-5-89

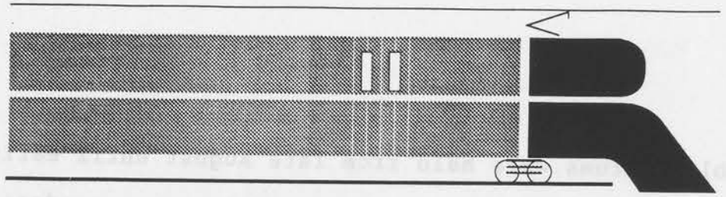
PAGE	SUBJECT	SUGGESTED IMPROVEMENT
x	WHERE WILL LRT GO DOWNTOWN?	Move the second dot (•) up one line so it is to the left of "Enhance."
xii	HOW WILL THE LRT SYSTEM BE FINANCED?	In the fifth line of the paragraph, change "Construction" to "A combination." Also in the fifth line of the paragraph, change "pride" to "provide."
6	Other transit modes offer some, but not all, of the advantages of LRT:	At several of the Ramsey County LRT Public Forums, the suggestion was made to consider electric trolley buses on arterial streets such as University Avenue. Therefore, this transit mode should be added, along with its disadvantages of greater power consumption (caused by rubber tires) than LRT, the fixed capacity of a single bus, and lower operating reliability (caused by the increased probability of dewirements when pulling over to the curb at bus stops with two poles under two wires).
35	NORTHEAST CORRIDOR	Add "and" between "Chicago" and "North" in the fifth line. Add a space between "North" and "Western" in the fifth line.
36	EAST-NORTHEAST CORRIDOR	Ditto the above two suggested improvements.
37	SOUTHEAST CORRIDOR	Ditto the above two suggested improvements. In the third line of the paragraph, change "east" to "west."
39	EAST-WEST CORRIDOR	To clarify which downtown is being mentioned, add "St. Paul" at the end of the first sentence. Because the East-West Crosstown Corridor reaches both the western and the eastern borders of Ramsey County, the third sentence might be clearer if "Ramsey County" is changed to "Washington County."

PAGE	SUBJECT	SUGGESTED IMPROVEMENT
78	STATION COVERAGE	Both the page 78 STATION COVERAGE and the page 80 ARTIST CONCEPT may give owners of property near LRT stations the mistaken impression that these are future station locations, and prompt them to make property-related investments prior to preliminary engineering. If for any reason, such as the 4% grade at the Minnesota Street station, it is necessary to relocate stations, property owners may feel misled. Therefore, it may be advisable to mention that these are only tentative station locations subject to change during preliminary engineering.
80	ARTIST CONCEPT	
107	Train Frequency	Late evening period: Change "1:00 p.m." to "1:00 a.m."
108	Frequency by Time of Day	The current frequency of the Route 16A bus on University Avenue is 8 minutes during weekday peak periods, 10 minutes during the weekday midday period, 20 minutes during the evening period, and 30 minutes during the late evening period. If the Route 16A bus is completely replaced by LRT on University Avenue, initial year frequency of 15 minutes during the peak and midday periods, and 45 minutes during the evening period may be unacceptable to passengers. Therefore, the Midway Corridor may require more frequent initial year LRT service than that proposed for the suburban LRT corridors.
A-5	NORTHEAST CORRIDOR TASK FORCE RECOM-MENDATIONS	In the second line of the title at the top of the page, change "OR" to "FCR."

PUBLIC FORUMS

Public forums were held from late August until early October in each of the Commissioner's districts to review recommendations and solicit comments on the plan. Commissioners moderated the forums in their districts and staff and consultants were available to present an overview of the plan and answer questions and respond to comments. Notification of public forums was accomplished through the newsletter, press releases, advertising, flyers and public summaries. The announcement, script, attendance list and questions and comments from each of the forums follow.

Final Series
Public Forums



Ramsey County Comprehensive Light Rail Transit Plan

A series of public forums sponsored by the Ramsey County Regional Railroad Authority is scheduled to review the draft Comprehensive LRT Plan and provide an opportunity for public discussion of the recommendations. The draft plan, completed on July 25, 1989, includes recommendations on where and when LRT should be constructed throughout Ramsey County. The forums will be held on:

Monday, **September 11, 1989** **7:00 P.M.**
Highland Park Library, 1974 Ford Parkway, St. Paul

Tuesday, **September 12, 1989** **7:00 P.M.**
Falcon Heights City Hall, 2077 West Larpenteur, Falcon Heights

Wednesday, **September 13, 1989** **7:00 P.M.**
Harding High School, 1540 East Sixth Street, Chorus Room, St. Paul

Thursday, **September 14, 1989** **7:00 P.M.**
Maplewood City Hall, 1830 East County Road B, Maplewood

Thursday, **September 21, 1989** **7:00 P.M.**
Merriam Park Community Center, 2000 St. Anthony (south of I-94), St. Paul

Tuesday, **September 26, 1989** **7:00 P.M.**
Vadnais Heights Elementary School, 3645 Centerville Road, Vadnais Heights

Tuesday, **October 3, 1989** **7:00 P.M.**
St. Adalbert's Church, 265 Charles Street, St. Paul

The program for each forum will include a presentation illustrating information on the LRT Plan on specific corridors and downtown alignments and when LRT should be constructed. There will be an opportunity for questions and comments from the audience. Commissioners, staff, and consultants will be available to respond to questions.

This series of forums is part of the public review process for the Comprehensive Light Rail Transit Plan. The public review period will extend from July 25 until October 12. The final report will be completed in November, 1989 and will be prepared taking into consideration comments received from citizens at public forums.

A **public hearing** conducted by the Ramsey County Regional Railroad Authority is scheduled:

Tuesday, **September 26, 1989** **3:00 P.M.**
Ramsey County Courthouse, Room 316, St. Paul

Questions may be addressed to:

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
Ramsey County Regional Railroad Authority
316 Court House
St. Paul, Minnesota 55102
612-298-4145

FALL FORUM SCRIPT

As we've been working on developing the Comprehensive LRT Plan for Ramsey County some of the questions that we wanted to answer are:

- o whether LRT is feasible in Ramsey County and, if so,
- o where it should be located;
- o when it should be constructed;
- o what it will cost and how it could be financed.

Not only are these key questions addressed in the Comprehensive Plan but they are also the primary focus of our meeting tonight. We want to share with you some things we've learned through the development of the plan, explain the draft recommendations that have been formulated and get your reactions and suggestions regarding where and when LRT should be constructed.

Before we present the recommendations, let's take one step back for those of you who are new tonight and spend a little bit of time on background information on LRT and why Ramsey County is considering LRT so you will be able to understand the recommendations within the appropriate context.

Light rail transit is a medium cost transportation system that uses steel wheeled vehicles operated on tracks. It is powered by overhead electrical wires and is quieter than buses. Three LRT vehicles can be connected together to carry 500 people with only one operator while a bus carries only 90 people. While LRT vehicles initially cost more than buses they have a longer service life.

LRT is faster than buses because it accelerates and decelerates quickly, allows faster boarding than buses and can operate in its own right-of-way so that it doesn't have to compete with on-street traffic. As a result LRT can attract more transit riders.

LRT is a trunkline portion of a transit system. It must be supported by a feeder bus system that brings passengers to stations and by park and ride facilities at selected stations where car users can park and take LRT to their destinations. By reorienting the bus system to support LRT, transit service throughout the metropolitan area can be improved. By attracting riders to transit from automobiles LRT can reduce the number of vehicles on the road, relieving traffic congestion and improving air quality. It can also help delay the need for adding lanes to roads and less parking will be required in downtown areas.

LRT stations may be simple or elaborate and provide pedestrian amenities and are accessible to the disabled.

Although it is not expected that LRT, by itself, would

attract new development to the region, LRT can help shape development if land planning and LRT planning are done hand in hand, and there may be some benefit in the immediate vicinity of LRT stations if cities want to encourage development there.

Indications are that transit will become increasingly important in the County's effort to maintain adequate levels of mobility for it's residents. Other transit modes offer some, but not all, of the advantages of LRT. The advantages of LRT have led to several recent studies of LRT potential in the region, and that is why the RCRRA initiated the Comprehensive LRT Plan in January. The purpose of the Comprehensive LRT Plan is to identify in a general, rather than specific, way an LRT system for Ramsey County that would accomplish the goals established by the RCRRA.

The Comprehensive LRT Plan has been developed with extensive and ongoing public involvement including review and recommendations by several committees, public forums , such as tonight, at strategic points to provide information and get suggestions from the public, presentations to a variety of groups and an LRT newsletter. Suggestions and reactions from the public were taken into consideration by the RCRRA as they made decisions on the comprehensive plan.

In addition, a two and a half month Public Review Period, extending until October 12, has been built into the project timeframe specifically to provide for review and discussion of the draft recommendations. This series of public forums is part of the Public Review Period. The RCRRA Commissioners want to hear the reactions of the public to the draft proposals before they finalize their recommendations in November.

The draft Comprehensive LRT Plan presents recommendations on regional corridors where LRT should be constructed in the next 20 years; downtown alignments that show potential for LRT; and timing of LRT construction.

The corridors proposed for LRT in Ramsey County between now and 2010 radiate in six directions from downtown St. Paul. They include: Midway, Northwest, Northeast, East, South, South-Southwest.

- The Midway Corridor runs from downtown St. Paul to downtown Minneapolis. (It has three alternative alignments which have been identified previously as appropriate for detailed study. They are I-94, University Avenue, and the Burlington Northern Southern Mainline.
- The Northwest Corridor which is a northerly extension of the Midway Corridor extends toward Arden Hills. (Alignments considered for the Northwest Corridor include portions of Snelling, Fairview, and I-35W.)
- The Northeast Corridor extends toward White Bear Lake and continues into Washington County. (The Northeast Corridor has potential alignments on the Northeast Burlington Northern line or T.H. 61.)
- The East Corridor parallels I-94 to Woodbury and also extends into Washington County. (It includes possible alignments on I-94 or Minnehaha.)
- The South Corridor, near Lafayette or Robert Street, extends directly south out of downtown St. Paul into Dakota County.
- The South-Southwest Corridor extends southwest from downtown St. Paul toward Eagan.

No specific location for LRT within each of the six broad corridor areas is being recommended at this time. Subsequent studies, such as the preliminary engineering study that is being initiated in the Midway Corridor, may be undertaken to develop details about the general corridor areas studied in the comprehensive plan.

The Comprehensive Plan evaluation process involved the identification of corridor potential for LRT service based on opportunities for direct service to major trip generators, population and employment forecasts and existing transit ridership. Current transit ridership ranged from approximately 5500 to 10,000 passengers per day. Other factors considered included patronage forecasts, cost estimates, and an analysis of potential transportation and environmental impacts of each corridor. While recommendations on LRT alignments are not made in the Comprehensive Plan, an evaluation of alignments was necessary to adequately address these issues.

The six regional corridors identified for LRT between now and 2010 were recommended for a number of reasons:

- They have high LRT ridership potential-LRT ridership in individual corridors ranges from 9,000 to 47,000 passengers per day. Previous studies have consistently identified the Midway Corridor as the number one priority corridor for LRT in the Twin Cities metropolitan area because it has very high projected ridership-between 33,000 and 47,000 passengers per day depending on the alignment. The Northwest, South and Northeast Corridors have projected ridership in a 13,000 to 16,000 mid-range. The South-Southwest and East Corridors ridership estimates are lower, however, these two corridors are in rapidly growing areas and projected ridership could increase significantly if population and employment projections are changed as a result of the 1990 census.
- The corridors intercept congested areas which will

assist in reducing traffic on congested roadways. For example, the Northwest Corridor has the greatest projected highway congestion for 2010 with 37 miles. The Northeast Corridor has the second highest projected traffic congestion with 16 miles expected. In these two corridors, in particular, LRT could have a positive impact on congestion. Other corridors are expected to experience moderate traffic congestion in the future.

- The six proposed Ramsey County Corridors connect well with corridors under study in nearby counties. On the map the recommended Ramsey County corridors, in blue, as well as proposed corridors in Hennepin County and Anoka County are shown.

- The proposed Ramsey County corridors have the potential to enhance development. The East and South-Southwest Corridors have the highest amount of developable land near potential LRT alignments. Other corridors have moderate levels of development potential.

- In addition the recommended corridors may help to reduce environmental impacts and may help to decrease transportation costs in Ramsey County.

The projected 2010 daily ridership for the six recommended LRT corridors is approximately 98,000 to 112,000 passengers per day. The total estimated capital cost for the six regional corridors is $756 to $896 Million depending on the selected alignments. The Northeast Corridor has the lowest estimated construction cost per mile at $8 to $13 million per mile.

RCRRA has identified six sources of revenue which could serve as alternatives to property tax revenue in funding LRT-related costs. THe revenue sources include three general, broad-based taxes (sales tax, personal income tax and Payroll tax) and three transportation-related vehicle-user taxes (motor vehicle fuel tax, motor vehicle registration fees, and motor vehicle excise tax). There are many possible revenue combinations that could be formulated to fund LRT.

Potential alignments in downtown St. Paul and connections between the regional corridors and downtown alignments were also evaluated in the Comprehensive LRT Plan. St. Peter, Cedar, Minnesota, Fourth, Fifth and Sixth Streets were selected as the most promising routes on the basis of their ability to penetrate the core downtown area, location within the core, traffic volumes, street continuity, the degree to which they serve as through routes and the connection to important downtown locations. Other factors analyzed included potential LRT impacts on curb use, building entrances, utilities, pedestrians and traffic. Neither a

specific LRT alignment in Downtown St. Paul nor specific alignments for connections between downtown and the potential regional LRT corridors have been recommended in the Comprehensive Plan.

The potential alignments recommended by the consultant for more detailed analysis in further studies include one-way operation on St. Peter Street/Cedar Street, one-way operation on Cedar Street/Minnesota Street, one-way operation on Fifth Street/Sixth Street and two-way operation on Fourth Street.

Because of the size of downtown St. Paul and because of the location of potential alignments, few stations would be necessary to serve the downtown core area. An artist's concept of an LRT platform station in downtown St. Paul is shown on the slide.

In the downtown area, LRT could be located on the street, above it on an elevated structure or below it in a tunnel. This analysis concentrated on LRT at the street level because it is usually the lowest cost alternative. Additional analysis of tunnel options and street alignments and further discussions with affected groups are recommended before a specific route is selected in downtown St. Paul.

OVERALL LRT PLAN RECOMMENDATIONS

Following review and comment by the committees, the Ramsey County Regional Railroad Authority adopted on July 25 the recommendations in the draft Comprehensive LRT Plan:

1. They recommended that LRT should be constructed in the Midway, Northwest, Northeast, East, South and South-Southwest Corridors in the next 20 years.

2. In addition, they prioritized that the Midway Corridor should be the first of the LRT corridors constructed.

3. They indicated that a determination should be made about the timing for constructing LRT in the remaining five corridors, depending upon the availability of funding, right-of-way opportunities and Ramsey County Regional Railroad Authority's goals.

4. They specified that the Ramsey County Regional Railroad Authority should monitor the six potential LRT corridors to integrate LRT with proposed improvements. This would include determining whether acquisition of right-of-way for those improvements exists.

5. They also recommended that LRT potential and right-of-way opportunities be monitored for the Southeast, Southwest and East-West Crosstown Corridors, represented by

dashed blue lines.

6. Finally, they directed that the Ramsey County Regional Railroad Authority take immediate steps to acquire the Burlington Northern right-of-way in the Northeast Corridor and conduct preliminary engineering studies on this corridor within the next five years including the possibility of joint use. This corridor is recommended for acquisition because of the feasibility for light rail transit and the availability of right-of-way in this area.

We'd like to reiterate that these are draft recommendations. The project was structured to provide for public review and discussion of the draft recommendations during the Public Review Period before the recommendations are finalized. The final plan and recommendations will be completed in November and will be prepared taking into consideration comments received from citizens during the public review period. We hope you will offer your comments, suggestions and questions tonight.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
PUBLIC FORUM - ROSEVILLE CITY HALL
COMPREHENSIVE LRT PLAN
QUESTIONS AND COMMENTS
AUGUST 23, 1989

1. If fifty percent of trips are suburb to suburb - LRT does not seem to serve this type of trip.

2. For the Northwest Corridor it seems connection between the East West Crosstown and the downtown connection to Minneapolis is of significance. It doesn't appear that this portion is recommended in the Comprehensive Plan.

3. In terms of job location and job generation between now and 2010, what will happen if the jobs projected for 2010 don't occur in downtown St. Paul?

4. Based on the current ridership in the Midway Corridor, how do you arrive at the projected 33,000 to 47,000 passengers projected on LRT for 2010?

5. How many trips in the Midway Corridor are downtown to downtown?

6. It seems that the entire system is intended to help people get in and out of downtown St. Paul. Part of finance plan should look at fees on downtown development.

7. There is quite a controversy in Minneapolis about the possibility of building LRT underground, has Ramsey County looked closely at where LRT would be located in downtown St. Paul at ground level? The width of the streets in downtown St. Paul is very narrow. Is Ramsey County considering underground LRT in the downtown area?

8. I've been in a couple cities where LRT exists. In Boston, I went to the hub where buses connect with LRT. It was just awful in that area because too many people drove their cars to the station and there were not sufficient provisions for parking.

9. What impact would it have on University Avenue if LRT is placed on the Burlington Northern Southern Mainline?

10. What kind of action is the Ramsey County Regional Railroad Authority looking for from cities in terms of acquisition or preservation of right-of-way?

11. Does Phase 2 consider use of the rail bed running along County Road C? Isn't there a rail bed running all the way from Minneapolis to White Bear Lake? That's one area we should be looking at for LRT.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE August 23, 1989

LOCATION Roseville City Hall

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
HUGH FAVILLE	SELF	1835 ALTA VISTA DR.	55113
Robert Clarkson	Self	1370 W. Belmont Lane	55113
AL HAUWILLER	SELF	1426 WOODLYNN AVE	55113
CAROLE ERICKSON	Self	2925 Mildred Drive	55113
FRED C. McCORMICK	SELF	1773 SKILLMAN W.	5311
Roy -MAYOR	ROSEVILLE	1589 W ROSELAWN	
KATHERINE SALVERDA	SELF	2439 No. ST. ALBANS	5511
Karl Keel			
Rick Jopke			
Jill Coski			
Pat Johnson			
John Finley			
Pat Johnson			
Ann Berry			
James W. Benedet			
John Lodeke			
Joan Maschka			
Keith Wiitala			
Phillip Stokes			

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
PUBLIC FORUM - HIGHLAND PARK LIBRARY
COMPREHENSIVE LRT PLAN
QUESTIONS AND COMMENTS
SEPTEMBER 11, 1989

1. Question relates to energy production requirements - what will the electrical source be for LRT -- How many megawatts? What is the energy efficiency ratio?

2. How will it respond to weather conditions during peak consumptions of electricity?

3. Comment - In the ol' days, the trolleys never used NSP. They created their own power.

4. Regarding the Midway express corridor, will it go back and forth? With stops in-between?

5. What are the pros and cons of University Avenue? Pierce Butler Route? I-94? How frequent the stops? What other alignments are being considered?

6. What about the sales tax? Vehicle tax? Which vehicles will be taxed? How will it apply? How will it fit this situation?

7. Aren't buses providing this same service ideally now with frequent stops? How does LRT compare any differently to MTC?

8. What about providing access to the disabled? Will they be able to access the trains, i.e., getting to and from the station/platform and then again getting off and on the vehicles?

9. What about shelters? Ramps?

10. Which vehicles will be taxed? Who pays vehicle tax?

11. Is the type of tax a motivator to use LRT or just a means of collecting revenue?

12. Gasoline sales tax might be a motivator.

13. Why would anyone in International Falls want to pay sales tax for LRT in the metropolitan area?

14. Funding? Any funds set up to start LRT?

15. How many years to construct LRT through federal funding?

16. Is there any kind of system where you can start saving now and start building up the funds for the future?

17. How much will it cost the commuter to ride the LRT?

18. Why would people get out of their cars to ride the train when buses will do the same? (As far as speed is concerned.)

19. Why is the Midway Corridor the priority corridor to build? Why not an outlying corridor?

20. Where will the 33,000 to 44,000 people be coming from?

21. Why pay $785M to replace buses? The Midway Corridor is the most expensive to build and hardest to recoup.

22. Are these prices all for LRT at ground level? Is underground more expensive?

23. Do you have to finance LRT with property taxes?

24. What would it take in time on light rail to go from downtown to downtown?

25. What is the coordination between Hennepin County and Ramsey County on LRT?

26. Why haven't consultants progressed LRT any further for Ramsey County than Hennepin County? Hennepin County seems to be so much further ahead.

27. If there were fewer stops, LRT would be a higher selling point. If elevated, the selling point would be much greater.

28. How would LRT in the Midway Corridor affect Highland Park?

29. Relative to braking units, is its braking related to mass and speed or will it require brake shoes? What about air brakes? What are the mechanics?

30. What about safety in relation to speed?

31. Won't the braking be noisy? What about the noise of the "clickety-clack?"

32. What if a unit breaks down? No other trains will be able to pass. How will they get the unit off the track? What will they do to it? The MTC has replacement buses, what about the LRT?

33. What will happen after finalization of recommendations?

34. How is LRT going to improve the quality of life?

35. Who is the LRT primarily going to serve?

36. Will LRT take up a whole lane of traffic? Won't that be more congested?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 9-11-89

LOCATION HIGHLAND PARK LIBRARY

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
VALERIE LESTON		2198 Eleanor	55116
Lucille Leston		2196 Eleanor	55116
Don Lamyland		2004 Lower St. Dennis Rd	55116
David Stoverson Dir.		1122 Edgcumbe Rd. 55105	
Dora M. Stofferahn		1122 Edgcumbe Rd 55105	
Kathy DeSpiegelaere	RCRRA		
Bette Kuryck	RCRRA		
HOWARD BLIN	RTB		
TERRANCE S. O'Toole	RT. B,	1009 SUMMIT AVE.	
M. & F. Ippl	St. C. / PED	[illegible]	
SHAWN GLIDDEN	~~TBS~~	715 RANDOLPH-UP	
SUZANNE GLIDDEN		1656 DAYTON	
Jane Belisle & Pat		1045 So. Cleveland Apt 4	55116
William C. Baker		1651 Horton St., St. Paul	55106
Craig Stone		1377 Cleveland Ave. S.	55
Diane J. Peterson		1869 Pinehurst Ave	
Cheryl A. Talbot		2016 St. Clair Ave #6	
M McLaughlin	metro council	715 Summ. + A	
Joe Kozitus		2057 Wellesley Ave	
Paul Hauser			
TERRY CULLEN		2109 BAYARD	55116

000157

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 9-11-89

LOCATION Highland Park Library

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Dan Soberg	Ramsey County	409 W Co Rd C	5371
Sal Fagan	MTC		
Comm. Ruby Hunt	RC		
Jill Gaski	RCRRA		

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
PUBLIC FORUM - FALCON HEIGHTS CITY HALL
COMPREHENSIVE LRT PLAN
QUESTIONS AND COMMENTS
SEPTEMBER 12, 1989

1. How many people here tonight have been in previous forums?
2. What has happened since the last round of forums?
3. Has it gotten to the point now where recommendations will be made for specific routes in the corridor?
4. Will future analysis consider identifying new routes in the corridors?
5. When will there be input into selecting the routes? During preliminary engineering?
6. First phase of the project -- How are we going to pay for it? Has it been determined? Obviously a tax increase.
7. How do you sell statewide taxes to the people in Albert Lea or Brainerd?
8. Regarding the Northeast spoke, isn't there a conflict between the County and City of St. Paul for the abandoned track? Isn't that property big enough to share?
9. Please comment on the relative strengths and weaknesses on the three proposed alignments in the Midway Corridor.
10. Why not establish a route down the middle of Snelling Avenue?
11. What criteria is used in deciding what alignment will be used?
12. Please discuss the different factors and possibilities of the three Midway Corridor alignments.
13. A gentleman here tonight used the phrase, "...LRT systems which have been successful..." How does that relate to the proposals for the Twin Cities?
14. Did San Diego and Sacramento get large federal grants to start theirs?
15. Would LRT in the Midway area be the first location and others later? Or would that be the only one constructed?

16. What kind of feedback did you get from the Merriam Park forum regarding the Midway Corridor from those people opposing the alignment on University Avenue?

17. What were the pros and cons of the Midway Corridor with respect to having the highest ridership? Would LRT be a replacement for the bus rather than a supplement? Would there be less service from LRT than bus service? Why build a system if you are not going to build more than the Midway Corridor? Has any progress been made?

18. Is any change being talked to reach a compromise on the alignment for the Midway Corridor?

19. Why build a system that will stop every block? That would defeat the purpose of light rail transit.

20. Would the entire system be a combination of express and local service?

21. Would there be a combination of the LRT with its own right-of-way and shared use of the street?

22. How would dual tracks in the Midway Corridor work on University Avenue?

23. If you build the Northwest Corridor feeding into Midway Corridor, you would have to have some faster service in the Midway Corridor to accommodate people coming into work.

24. When you have a bus stop on every corner, you lose parking space.

25. Regional Transit Board and planners have not sorted through all the conflicting goals about enough density to support light rail. That's why the Midway Corridor comes out on top of the list because of the revenue.

26. Is it a possibility to turn areas near downtown St. Paul into park and ride lots?

27. Who are we trying to reach here? Who will eventually be served? Will we be competing with MTC or working with them?

28. Would the cost be less to construct LRT if abandoned tracks were used?

29. How would the system serve someone in Edina who works in White Bear Lake? Need a system like the feeder system. Need to look at a combination of feeder bus systems to light rail.

30. How do you regulate light rail trains intersecting the highway?

31. How fast would they be traveling?

32. Are these groups/committees looking at past studies done in the '70's? Have travel patterns changed?

33. What's producing the electricity for LRT?

34. There's not enough ridership to support better bus service. What we need are a lot of smaller buses to feed into LRT, a massive commitment of resources into some sort of transit. It will probably come out of taxpayers' pockets.

35. Where and when does an individual have opportunity for input?

36. What is your most optimistic guess of when any construction would begin if everything went perfectly?

37. Unless there is an increase in express bus runs, would LRT replace some of the buses we have?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 9/12/89

LOCATION Falcon Heights City Hall

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
D. Tollefsbol	MTC		
Robert Clarkson	Self	1370 West Belmont Ln.	55113
HUGH FAVILLE	SELF	1835 ALTA VISTA DR.	5511
Tony J. Nickelsen	Self	1640 W. Hwy 36 #243	5511
Karen Eid	SELF	2416 Chilcombe Ave	55108
JANE UBBELOHDE	SELF	4551 CINNAMON RIDGE TRL EAGAN	55
JACKIE HANSON	Self	1830 W. Larpenteur #106	
RANDY ROSVOLD	RTB	230 E 5TH ST. ST. PAUL MN.	
Julian J Zucker	himself	345 Grand Av. St Paul,	55
Marlys Nelson	CNA	3450 Chandler Rd Shoreview	551
SUSIN HUTTAFF	City of Falcon Heights	2077 W. Larpenteur	551
Leroy O. Halvorsen	Self	1390 W. California Ave.,	St Paul 551
George K. Isaacs	SELF	682 W. SERVANT AV	55
BOB & MARGE NELSON	SELF	2589 FISK ST. ROSEVILLE	551
Lolita & Steve Keck	"	1766 St. Mary's St, FH	55113
Don Salverda			
Jill Gaskei			
Kathy Wolfsteller			
Betty Zurysk			
John Duncan	Self	1753 N ALBERT	FH 55
Brian Ck Stanford	Self	1775 Tatum St Falcon Hts	551

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 9/12/89

LOCATION Falcon Heights City Hall

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
MIKE GARFISCH	SELF	1616 N RINGLEWAND LANE	551
Doug Gordon	self	1881 No Roscoe	551
JERRY WALLIN	SELF	1959 No. SNELLING	55113
KATHY MALCHOW	PARK BUGLE	1295 N. CLEVELAND	5510
Dick Wedoll	RTB	1003 Richmond Ct	5512
Steve McCormick	self	1540 Fulham	5512
Mike McKnight	Metro Council	275 Summit	5511

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
PUBLIC FORUM - HARDING HIGH SCHOOL
COMPREHENSIVE LRT PLAN
QUESTIONS AND COMMENTS
SEPTEMBER 13, 1989

1. Can we dispute where you want to go with this plan? Why couldn't the Northeast Corridor more closely follow 35E or 61? The area along Lake Phalen is too narrow to accommodate LRT.

2. Wouldn't the Midway Corridor LRT compete with 94 B & D routes since they follow the same route?

3. Do we have to go back to overhead wires for power? They are a mess aesthetically and also in terms of kids tampering with them.

4. Where mass transit systems have been implemented, it has been a constant drain on operating costs of the buses. We need to make sure people can still get to the same places they could get to on the buses before LRT.

5. Will you have two Midway Corridor LRT lines on two different alignments?

6. If you are trying to conquer the problems of air pollution and air quality, I would think that you would need to get the people from outlying areas out of their cars and onto LRT. It will take re-educating people.

7. First of all, you will need to do the corridor between the two downtown areas because that is the corridor with the highest possibility of success. If that doesn't work, then you will have to realign your thinking.

8. In Portland, they put a moratorium on parking ramps and prohibited all day parking in parking ramps in order to encourage use of LRT.

9. On BART (in San Francisco area) parking is free in the park and ride lots.

10. Have they determined if vehicle tax and gas tax can be used for LRT? Some of those taxes are governed by State Constitution.

11. Before you lay one rail, you will have to set aside money for it.

12. How can comparisons be made with other systems when conditions are so different in these other locations in terms of climate, government structure, tourism etc.?

13. This system will not solve problems, people will not give up their cars, it will add ugly wires to the vista, there will be maintenance problems.

14. People may have to give up their cars because of the cost of fossil fuel.

15. When did Calgary put their system in and how has the economy there changed from what their projections were?

16. We have been trying to get east-west bus service on Maryland for a long time, can the MTC explain why it hasn't been implemented?

17. How can we fight this LRT plan from progressing and being implemented?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 9/13/89

LOCATION Harding High School

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
DAVE JACOBSON	RTB		
LORRAINE ADAMS		528 PORTLAND AVE	
Scott J Adams		528 Portland Ave	
Mark Filipi	St. Paul PED		
[illegible]	Dist 2	1602 Nebraska - F	
[illegible]	CITY OF ST PAUL	CITY HALL	
Emmett Raymond O'Reilly	Minnesota Transportation Mus	801 White Bear Ave	
[illegible]	Dist. 2 Council	1409 McAfee	
Michael Tumey	Self	165 N. McKnight Road #307	
Mike Murphy	M Council	275 Summit Ave	55102
Mike Mette		1970 Burnsave	55119
Toni Baker			
Warren Schabes			
[illegible]			
Gary Espeseth			
D. Tollefsbol	MTC		

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
PUBLIC FORUM - MAPLEWOOD CITY HALL
COMPREHENSIVE LRT PLAN
QUESTIONS AND COMMENTS
SEPTEMBER 14, 1989

1. The forum announcements were distributed on buses; however, bus riders cannot get to and from the forum at Maplewood by bus.

2. If Burlington Northern (BN) route is chosen for LRT, would that cut Maplewood in half? How would that be done? How would people go from east to west? Where would you cross?

3. The Northeast Corridor Task Force members made every attempt to avoid grade crossings, get rid of noise, bells, whistles associated with LRT. The reason the consultants are pointing to the NE corridor for LRT is because it is the cheapest.

4. BN Corridor - I don't think trains should be any longer than 3 or 4 cars. What's the status of the BN line? Who has it? The County, the state, the city? BN would be the logical route for LRT.

5. Have they taken into consideration that this is a residential area? What about the children?

6. Will there be any fencing along the BN corridor?

7. Do you have a rough percentage of the amount of right of way on it? How much will have to be purchased?

8. Will they combine it with the existing rights of way, freeways?

9. In the estimated cost of construction, does that include land acquisition? It would be much more accurate if you put that in the report.

10. Is a more precise cost estimate available at your office?

11. Residents have said they did not like heavy rail they presently live near because of the noise, bells, whistles. Is LRT really feasible?

12. Any information on the cost of adding to 35E? What are the impacts of acquiring additional rights of way for freeway expansion? Is that an acceptable cost? What do freeways cost?

13. Who is doing the environmental/engineering studies?

14. Is Minnesota Department of Transportation (Mn/DOT) involved at all in this study?

15. Is there a time deadline for BRW to have the study to you?

16. What is the address of BRW?

17. What is the accessibility of the system to handicapped people? I would hope that the stations would come into an enclosed building and not out in the open.

18. Will there be any bonds or grants to help finance LRT? Or will it be on its own?

19. What about the effect on land values? I would like to see this land, abandoned right of way, turned into recreation and parks.

20. Anything that's ever happened the government gave you costs and once they were through with the job, it cost three times as much. This is going to cost several billion dollars. We once had a streetcar system. We tore it out and now we want to put it right back in again. Who in the world is going to pay for all of this? There is going to be a depression in 1992-93, worse than any before. The cost of this thing is going to double every couple of years. Where are you going to get the money? Who's going benefit by this? We are going to be running competition with the buses. The contractors are going to get rich off of this. This thing is going to go through whether you want it or not.

21. Ridership in the year 2010 -- It will cut Maplewood in two. Kids will cross the rail lines. There will be a lot more deaths. It is not worth having one child killed for 13,000 riders a day. The cost is astronomical for the amount of riders. It's not even practical.

22. Safety - Parents take responsibility to keep children away from a highway and will just have to keep them away from the tracks.

23. I'm concerned about the future exhaust emissions from all the cars.

24. Is there any estimate about operational cost recovered from the fare box? Do you think LRT would replace some of the bus system? Would it still exist?

25. You mentioned a phrase, "miles of congestion" - what does that mean? Define congestion. What's congesting to one person is not necessarily congesting to another.

    How do these numbers, passengers per day per LRT corridor, compare to the numbers in Minneapolis? Is Hennepin County going to have more LRT lines than Ramsey? That's what I'm afraid of.

26. Other than Midway, if the Minneapolis corridors have the highest ridership, when you talk about funding this, would we be expecting development to occur way over there rather than over here?

27. The Midway Corridor - what is the position of the MTC if you delete the 16A bus since that is the biggest money-maker?

28. These ridership projections - is that status quo?

29. Doesn't the 16A bus take the freeway over to Minneapolis?

30. Who made the ridership estimates? Who's the source on that?

31. Was the Department of Transportation or MTC involved in this?

32. I live in the Midway area, people are not going to take the LRT to go downtown, they are going to drive their cars. I think that ridership estimate is bizarre.

33. This is going to devalue real estate. How can you address that?

34. I want to thank you and the Commissioners for airing it out tonight.

35. Has Hennepin County already started and can't turn back?

36. So the input you receive from people at these forums will weigh heavily in the decisions that are made?

37. Scrap the project.

38. I would like to see a show of hands on who is for LRT. Opposed? (Show of hands indicated that 2/3 of those voting were in favor of LRT; 1/3 opposed).

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 9/14/89

LOCATION Maplewood

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Doug King		ST Paul	5510
KEN HAIDER	CITY OF MAPLEWOOD	1830 E. CO RD B	55109
Gil Gobi	RCRRA		
Barb Kurzyk	RCRRA		
Carol Martinson		1801 Clarence	
Dick Martinson		"	
D. Tollefsbol	MTC		
Robert Clarkson	Self	1370 West Belmont Ln. St	
Chas Wasiluk	"	1740 Frank St. Mpls	55
Carolyn Peterson	self	1999 Jackson St. Mpls	55
Clifford McInnis	self	1134 Leland R Mpls	55
Chris Tietz	self	1355 E. Belmont - Mpls	
Glen Olson	self	2005 E Co Rd C Mpls	55
George Rasbach	City of Maplewood	1406 E Co Rd C	55
Bob Hajicek	Self	1700 E. Co Rd D	55
Tim Busse	U.S Cong. Gerry Sikorski	277 Coon Rapids Blvd #414	554
Mitchell S. Buckley	self	2874 Elm St. Mpls	55
Tom Peters	"	3213 Midland Ave WBL	55
Les Simich	RTB		
Nancy Triska	League of W V - Arden	1460 Arden Oaks Arden H.	55
Hal Norgard			

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 9/14/89

LOCATION Maplewood

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Ron Linebarger		Roseville	55113
James B Weist	myself	Maplewood	5510
Karen Swenson		1409 McAfee	5510
Charles Reed	myself	1810 English St	5510
Karin DuPaul	DBD4CC	668 Greenbrier	5510
GARY GERKE		1252 Cope Ave E.	55109
DENNIS NEWINSKI	SELF	2198 - MAPLEVIEW AVE	55109
Kevin Berglund CI		1924 Kingston Ave	55109
AW Bill Diessner	Senator 56	323 St Cop Bldg St Paul	55
Kathy Hedspiegelaere			

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
PUBLIC FORUM - MERRIAM PARK COMMUNITY CENTER
COMPREHENSIVE LRT PLAN
QUESTIONS AND COMMENTS
SEPTEMBER 21, 1989

1. Could you discuss the funding options in greater detail?

2. Who will be the primary beneficiaries of LRT - people within the city or those in the bedroom communities?

3. Do you have an estimate of the overall cost to Ramsey County for Phase I? Does $800 million include cost of acquiring right-of-way and vehicles?

4. I would like an update on the potential lines in the Midway Corridor. Also, who will be asked about whether or not there will be LRT?

5. Why has it taken so long to get where we are now - just beginning to plan for LRT?

6. We need to make people who choose different transportation modes responsible for full freight of choosing that mode. The funding mechanism for LRT should, at least in part, be drawn from motor vehicle related fees.

7. Will there be some effort to put into place some sort of education program to increase ridership if LRT is implemented. I'm suggesting that public education must begin as soon as the decision to build LRT is made.

8. In terms of the sales tax and payroll tax - is there any attempt to make them equitable throughout the metro area?

9. Will there be any other format to be heard beside forums and writing to RCRRA Commissioners regarding these recommendations? Will the RTB or Metro Council hold public hearings before it goes to the Legislature?

10. At one time wasn't there a more northerly alignment segment considered in the Midway Corridor?

11. What happened to the display vehicle of LRT that was to be at the State Fair?

12. I'm concerned about who will bear the costs beyond the dollar costs - such as the impact on communities bisected by an LRT alignment.

13. I'd like to be given some examples of joint use for LRT and trail usage.

14. When Byrnes was Mayor of St. Paul LRT was proposed to White Bear Lake from downtown St. Paul and also a line from Stillwater to North St. Paul. Regarding the Midway Corridor, at the last forum here there were a lot of objections to LRT and high platforms on University Avenue. I think the Railroad alignment would be better for LRT.

15. What are the power requirements of fully operating LRT system?

16. I have a neighborhood impact concern - did you say that as more studies are done there will be more contact with the communities and opportunities for input from the neighborhoods? We live right off Cretin and the MTC goes down Cretin and our street is used as a park and ride lot. We can't park on our street. This means we will need parking provisions regardless of where LRT lines are. I'm also concerned about sales tax and payroll tax for funding LRT - those are poor people taxes. It's better to use vehicle-user taxes.

17. The slide show indicated one solid line from downtown St. Paul to downtown Minneapolis and then to the airport. Isn't there a more direct route to the airport from downtown St. Paul?

18. Has it been decided what power will be used for this system?

19. Will there be a reduced rate for us poor senior citizens?

20. Is the Burlington Northern East-West route being seriously considered for LRT? I had heard that they were not willing to consider LRT. Are portions of Energy Park Drive and Pierce Butler considered for this alignment? District 11 can give you statistics and data on truck usage in that area.

21. Have all District Councils in the Midway area submitted the names of their representatives for the Midway Corridor Task Force?

22. If the Comprehensive Plan recommends only corridors and not alignments - then will you have additional forums as the detailed studies are done on the alignments? Does the city have veto power? What about the RTB and Metropolitan Council?

23. Why do the wires have to be above ground rather than below ground?

24. I'm concerned about parking. Assuming there would be 1000 more riders on University Avenue as a result of LRT, where would you put parking? If drivers have to walk more than a block or two will they ride the bus? If there are parking fees would they pay to park in addition to paying to ride LRT?

25. Straw Vote on Method of financing LRT:

    0 Property Tax

    1 General Tax (payroll)

    10 Vehicle related tax (gasoline, license plate, auto sales)

26. Straw Vote: Do you favor LRT?

    7 yes

    3 no

    (22 total people present)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 9/21/89

LOCATION Merriam Park

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
DAVID SAVAGE		579 Glendale ST.	55104
[illegible]		2149 Temple Ct	55104
[illegible]		2149 Temple Ct	5510[illegible]
WAYNE BRICHER		531 RAYMOND	55[illegible]
Mark Fi[illegible]	[illegible] PED	25[illegible] 4½ St	[illegible]
Ben Sebesta	SR. CITIZEN	1795 Dayton	55104
Mary Byrne		2039 Roblyn Ave	55104
TRIESTA BROWN	MIDWAY COALITION D-11	1491 Blair Ave.	55104
SCOTT HEIDERICH	MERRIAM PARK CC	1496 Portland ST. A	55104
Susan Schmidtke	Citizen	1835 St. Anthony Av	55104
HOWARD BLIN	RTTB		
Stanley aitken	1843 Fernwood ave	55104	
Roberta Megard	SPRCC - D-12	850 Cromwell	55[illegible]
Ann E. Pace	1019 Burns Av	1019 Burns Ave.	5510[illegible]
JOHN R SLIVON	1019 BURNS AVE	1019 BURNS AVE	5510[illegible]
Elin M Skinner	MCCA	475 N. Cleveland	55[illegible]
Merrie Beth Brown	DIANA	787 N Fairview	
Jerry McGibbon	Lex-Ham Comm	1269 Dayton	5510[illegible]
Joe Thurston	Citizen - M.P. Post	1753 Marshall	55104
Jim Tolaas	PCPRA		
Dave Warner	BRW	100 3rd St So Mpls	5540[illegible]

000157

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 9/21/89

LOCATION MERRIAM PARK

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
D. Tollefsbol	MTC		
Keith Kozloff	Myself	1973 Marshall St. NE 55	
J.P. SCHERMAN	PCC	1971 ASHLAND	
Ralph Jacobson	neighborhood	2126 Roblyn Ave.	55104
PAULA MACCABEE	SELF	1961 SELBY	55104
Diane Ahrens			
Jill Goski			
Kathy Odspiegelaere			

000157

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
PUBLIC FORUM - VADNAIS HEIGHTS ELEMENTARY SCHOOL
COMPREHENSIVE LRT PLAN
QUESTIONS AND COMMENTS
SEPTEMBER 26, 1989

1. Would an LRT rider need to transfer at the county line to get to Minneapolis from St. Paul?

2. What would be the spacing distance for LRT stations?

3. Would there be fewer buses on city streets if LRT is implemented?

4. When we start dreaming about new systems, we need to think about aesthetics. Are there vehicles that don't have overhead electrical wires?

5. Why were these particular routes selected?

6. In the cost figures, how were these determined? Are the costs in 1990 dollars or 2010 dollars?

7. Would all businesses in Ramsey County be included under a payroll tax? Do non-profit organizations pay payroll taxes?

8. I get caught in gridlock everyday, however, I am interested in how LRT would be funded - I know there is no such thing as a free lunch - are you suggesting that State residents outside of the metropolitan area would be taxed?

9. I'm aware of the Portland and BART systems, what was their experience with capital costs? Is there an intent of retiring that capital improvement debt?

10. Why not turn the situation around and buy excess land when acquiring right-of-way and then develop it or sell it back to developers? The dollar amount is always important - a lot of creative thinking can go into it.

11. Did you say the Legislature is going to have approval authority over LRT corridors in Ramsey County?

12. Is Hennepin County under the same system and how do they intend to fund LRT?

13. Is there a more advanced technology? What about heavy rail, monorail, bullet train, etc.? Have policymakers analyzed and considered other types of systems?

14. How about the safety of these things? What will happen in the suburbs? How often will the cars run and how many people will they carry?

15. What about the ongoing operation and maintenance costs? Will LRT replace the city bus? I'm concerned about replacing one inefficient system (MTC) with another half right and half wrong system. I have a fear of creating two white elephants instead of creating a salvation.

16. Americans don't understand conservation in the same way Europeans do - they have a love affair with the auto and are very independent. I think there will have to be some motivating factor to get people out of their cars and typically it would have to be financial.

17. I recall a company that was going to put an LRT system free of charge in Las Vegas from the strip to the airport. Are you familiar with that case and are there companies that would make an offer such as that in the Twin Cities?

18. Would the fares be similar to the MTC fares?

19. Would there be a charge for the park and ride lots for LRT users?

20. What about climate - is LRT maintainable in climates such as ours?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 9/26/89

LOCATION Vadnais Heights

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Robert Clarkson	Self	1370 W. Belmont Ln.	55113
D. Tollefsbol	MTC		
Ron Thom	Self	238 Hamline Shoreview	55126
Steve Peabody	Self.	893 Heritage Ct. W.	551
VERN J SCHWARZKOPF	SELF	4529 N. OAKLEAF CT.	5512
RANDY ROSVOLD	Regional Transit Board	230 E 5th St. ST. PAUL MN	55101
Duane McCarty			
Jill Doski			
Kathy VanSpringelaer			

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
PUBLIC FORUM - ST. ADALBERT'S CHURCH
COMPREHENSIVE LRT PLAN
QUESTIONS AND COMMENTS
OCTOBER 3, 1989

1. Of the Midway Corridor options for alignment, at this stage, which is the most promising?

2. How long will the Midway Corridor study continue?

3. Who makes the decision about the preferred alignment in the Midway Corridor? Do you have to work in cooperation with Hennepin County to assure that the tracks line up at the county border? Are there other levels of approval?

4. If the purpose of this forum is to provide the public an opportunity to react to the comprehensive plan recommendations, when will public forums be held to discuss the specific alignment alternatives - during preliminary engineering studies? When would station locations and spacing be presented to the public for discussion?

5. What percentage of the projections of people who will use LRT would be drawn from 1) cars; 2) buses?

6. Does the ridership in the Midway Corridor vary depending on the alignment?

7. What is the current ridership on 94B & 94D?

8. At this point in time is there any leaning toward one alignment in the Midway Corridor?

9. Regardless of where construction ends up, how much money is available from UMTA?

10. LRT has potential for enhancing economic development - was economic development potential in the Midway Corridor studied? Will it be studied in greater detail in the preliminary engineering study?

11. What is the financial health of other LRT systems recently constructed?

12. How about the climate difference between here and the fair weather in San Diego? How will people have accessibility to LRT in terms of distance to stops and sheltered stops/ stations?

13. How much area in terms of width will be needed for LRT down University Avenue? What would happen at intersections such as Snelling if LRT is on University - will it be on an elevated structure or have to stop at the lights?

14. I feel University Avenue would be best because of the business.

15. Would LRT be subsidized? If it starts losing money would the Feds kick in?

16. In terms of economic development - I'm concerned about speculative increase in property value and pressure for increased density or commercial development.

17. Did the projections make any adjustments for the cost of gas in 2010?

18. I work for the City of St. Paul putting up signs and from my experience nearly every main street is becoming like a freeway.

19. Is Hennepin County going to start construction in the near future?

20. How much will it cost for fare?

21. When would construction begin in the most optimistic situation? Would it take three years for the Midway Corridor to be constructed?

22. Does the estimated construction cost of $15 million per mile for LRT include vehicles?

23. Would sales tax referred to for funding LRT be statewide? Would it be likely to be resisted by non-metro counties / residents / legislators?

24. There was supposed to be an LRT vehicle demonstration from San Jose at the State Fair and Lake Harriet which fell apart because George Isaacs was not reappointed to the RTB. Why was George Isaacs not reappointed to the RTB?

25. What is the current ridership of disabled people taking any type of transportation other than their own automobile?

26. Could you clarify your statement in regards to rumors about Sherburne Avenue being used for LRT and taking down houses? I've heard it would go down University Avenue and take houses on Sherburne for parking.

27. What is your involvement in the fact that the City has replaced the sewers and lighting etc. up to Sherburne and no further. Is this related to the LRT plan?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 10/3/89

LOCATION St. Adalbert's

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
DAVE JACOBSON	RTB		
Lisa Lee	existing transit users.	181 Sherburne Ave	55103
Louis & Theresa Kusterman		821 W Minnehaha	55104
D. Tollefstol	MTC		
D. Gage	URAP - University Ave	MCCA 475 Cleveland, St Paul, MN	
John Kennedy		832 No Syndicate St.	
Gloria Adolphs		211 Sherburne Road	
Eleanor McKinney		271 Dickinson Ave	
Mark Filipi	St. Paul PED	1100 CITA	
Joel T. Fuller	Ramsey County	316 Courthouse	
Grania McKiernan	Sen. Don Moe	309 Capitol	
John DesHarnais		232 Western Ave So. St. Pa	
Charlie Pheiffer	District 7	369 University, Ste St. P.	
Bill Doski			
Kathy Desplegelaere			
	+others who did not sign in		

PUBLIC HEARING

A Public Hearing before the Ramsey County Regional Railroad Authority was held on Tuesday, September 26, 1989 at 3:00 p.m. in 316 Courthouse. The purpose of the hearing was to provide an opportunity for public comments on the draft Comprehensive LRT Plan. The announcement, attendance list, minutes of the public hearing, and written statements submitted by speakers at the hearing follow.

NOTICE OF PUBLIC HEARING

Ramsey County Regional Railroad Authority will hold a public hearing on Tuesday, September 26, 1989 at 3:00 p.m. in 316 Courthouse, 15 W. Kellogg Boulevard. The purpose of the hearing is to provide an opportunity for public comments on the draft Comprehensive LRT Plan for Ramsey County. A final plan will be adopted in November after the public comments are reviewed.

The Comprehensive LRT Plan provides general information on potential corridors for light rail transit for the next 20 years in Ramsey County. Six regional corridors, Midway, Northwest, Northeast, East, South, and South/Southwest, are indicated to have potential for LRT. The plan contains information on downtown St. Paul streets and how LRT could connect to downtown.

Written comments on the plan will be received until October 12. Copies of the plan are available for review at public libraries in Ramsey County. Questions or comments may be addressed to Kathryn DeSpiegelaere, Director of LRT Planning, Ramsey County Regional Railroad Authority, 316 Courthouse, St. Paul, MN 55102, telephone 612-298-4145.

(Sept. 12)

◄◄◄◄◄ ST. PAUL LEGAL LEDGER ►►►►►

AFFIDAVIT OF PUBLICATION

State of Minnesota
County of Ramsey

Samuel E. Lewis, Jr., being duly sworn, on oath says that he is the publisher of th newspaper known as the Saint Paul Legal Ledger and has full knowledge of the fac which are stated below:

(A) The newspaper has complied with all of the requirements constitutin qualification as a qualified newspaper, as provided by Minnesota Statute 331A.0 331A.07, and other applicable laws, as amended.

(B) The printed Notice of Public Hearing which is attached was cut from the columns of said newspaper and was printed an published once; it was published on Tuesday, the 12th day o September, 1989; and printed below is a copy of the lower case alphabe from A to Z, both inclusive, which is hereby acknowledged as being the size and kind o type used in the composition and publication of said notice:

abcdefghijklmnopqrstuvwxyz

Samuel E. Lewis, Jr.

Subscribed and sworn to before me this 12th day of September, 1989

C. M. LEWIS
NOTARY PUBLIC—MINNESOTA
WASHINGTON COUNTY
My Comm. Expires Mar. 15, 1995

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2

RAMSEY COUNTY
Regional Railroad Authority

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

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Public Hearing on Comprehensive LRT Plan for Ramsey County

DATE: September 11, 1989

A public hearing will be held by Ramsey County Regional Railroad Authority on September 26 on the Draft Comprehensive LRT Plan for Ramsey County.

The draft plan, adopted on July 25, 1989, contains recommendations that include:

- Six corridors, Midway, Northwest, Northeast, East, South and South/Southwest are recommended for light rail transit in the next 20 years.
- The Midway Corridor is the first priority for construction of light rail transit.
- Ramsey County Regional Railroad Authority should take immediate steps to acquire the Northeast Burlington Northern right-of-way and should conduct preliminary engineering studies that include the potential for joint use of the corridor.

Seven forums have been or will be held on the draft plan. Presentations on it have been made to various organizations and groups, in addition to the forums.

The public comment period on the plan will extend until October 12. The final plan, prepared after consideration of the comments, will be adopted in November, 1989.

Recommendation:

For your information.

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 Offic
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 communter 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. Gillilland.

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 govenment 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 expecially 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 come 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:

NAME	REPRESENTING	ADDRESS	ZIP
Paul Gilliland	D2 Comm. Council	1409 McAfee	55106
Rich Hadley	Saint Paul Chamber	445 Minnesota	55101
TOM DIMOND	CITY COUNCIL	CITY HALL	55102

SIGN-IN SHEET

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

NAME	REPRESENTING	ADDRESS	ZIP
Paul Gilbert	D2 County Comm.	1409 McAfee	55106
Donna Dexter		1622 Minnehaha	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
Tim Walsh	Star Tribune		
Don Ahern	PPD		
Jim Englemann	NSP Co.	825 Rice St.	55126
Ben Sebesta	Self	1795 Dayton Av	55104
Tom Baker	Commissioner Schaber's		
Dorothy Schmaltz	Indecs	2236 LOWER afton Rd -	55119
Jill Stasko	LCRRA		
Kathy Hespiegberg	RCRRA		
Randy Rasvold			
Terry Schutten			

pg 2

SIGN-IN SHEET

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

NAME	REPRESENTING	ADDRESS	ZIP
Brian Taylor		1631 Charles Ave #201	55104

Paul M. Gilliland
PLANNING AND HUMAN SERVICES CONSULTANT
1409 McAFEE STREET
ST. PAUL, MINNESOTA 55106
(612) 771-4933

October 9, 1989

Mr. Fohn Finley, Chairman
Ramsey County Regional Rail Authority
316 Court House
St. Paul, Minnesota

Dear Mr. Finley;

The following are my comments concerning the draft Comprehensive Plan for Light Rail Transit in Ramsey County. Before and during this study I served as a member of both the Citizens Advisory Committee to the RCRRA and the Northeast Corridor Task Force. I concur with the majority of items cited by those groups as well as the very excellent critique prepared by the Metropolitan Council. Listed below are items not specifically addressed in those reviews.

GENERAL:

--The Plan and its supporting documents primarily are based on a very pro-development and pro-growth approach and philosophy. While this may be appropriate in the eyes of those who would "push" LRT development, it is not the only solution to problems of congestion. Overall transportation planning should include an alternate response based on a controlled-growth philosophy. If there is congestion in a particular area or corridor, one of the most appropriate responses may well be the enactment of development and density controls to discourage the root cause of the problem.

--Unfortunately RCRRA adopted a resolution early in its process, prior to the consideration of this plan, which will have a serious impact on the way LRT would operate in this area. That was the decision to use high-platform vehicle loading. With stations more costly and physically imposing, location alternatives in the downtown will be limited. In addition, the nature of the stations required to service high-platform will tend to encourage, while not necessarily stated, a philosophy of high-speed infrequent-stop operation which will not serve as well the transit needs of more densely populated in-city areas.

CITIZEN PARTICIPATION:

--Item 4 of the Plan's executive summary states, "Development of the LRT Plan included extensive community involvement." While information was readily available and well distributed by the consultants and project staff, this statement should not be construed so as to imply a broad concensus of support in the community.The implications of this Plan require more time for consideration and the issues need be presented to community groups in more "real" terms of actual development in order to be evaluated by the citizenry.

--Further, the citizen committees and task forces which participated in the development of this plan cannot be considered as broadly-representative of the community. First of all, most true "citizen participation" systems, such as that in place in St. Paul, are driven by voluntary citizen involvement by choice of the citizen himself or herself. Study groups for this Plan were appointed by the Ramsey County Commissioners and subject to the political realities therein. Secondly, the solicitation for interested applicants to the Citizens Advisory Committee noted that "presons with transportation planning experience are especially encouraged." A majority of the CAC had such backgrounds.

NEIGHBORHOODS:

--The Plan does not recognize clearly enough the impacts of LRT operating as a "commuter transit line" through City neighborhoods. In particular, the noise, safety, congestion and aesthetic impact potentials are understated. A statement should clearly be made that alignments will be chosen which have the least detrimental impact on the surrouding community.

NORTHEAST CORRIDOR:

--Emphasis is placed on the need to secure control of the BN alignment. However, plans are underway for acquisition of this route by the Metropolitan Council (or through MC parks and open space funds) with a provision for long-term future joint use with LRT. There is no need for the RCRRA to include in its Plan a statement urging the acquisition by RCRRA of the BN alignment.

--Further, if coordinated planning takes place, the BN alignment will not be needed for LRT. A much more attractive route for a trail, that alignment should be allowed for trail-only use. The Willard-Nunger/Soo Line alignment does not have the same recreational enhancement advantages and most importantly shares few of the serious residential-use land use conflicts with the BN. Considerations such as bridge construction and assurance of adequate space should be part of near-future development actions to assure that this alignment remains viable for LRT use in the future. It is the best choice for the southern portion of the alignment.

Thank you for your consideration of these comments.

Sincerely,

Paul M. Gilliland

Saint Paul
Area Chamber
of Commerce

September 26, 1989

Ramsey County Commissioners

Ramsey County Rail Authority

PUBLIC HEARING ON LIGHT RAIL TRANSIT

Remarks by Rich Hadley, President

This room is not filled with electricity, but it is an exciting time. Business and government go along with our heads down on day to day basis toward established targets...dodging bullets. On light rail we had the time to think, study, plan and even tour other communities...before jumping into the vehicle and heading down the track.

Congratulations to you and your staff for proceeding with caution at the yellow lights but putting the coals to it on the straight away. And thanks for listening...and even scheduling this public hearing to listen together.

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

WHY IS THE CHAMBER INVOLVED?

* Transportation moves people to work, home and play.
* Transportation affects business development decision-making.
* Transportation connects goods and services with customers.
* Transportation connects raw material to manufacturers and processors.

*Transportation is a business of it's own...shipping, warehousing, construction, signage, equipment, service and repair.

*Transportation is jobs...just look at the freeways.

And, speaking of freeways...that's where LRT comes in...they are crowded and costly...demand surpassed our physical and financial resources - we can't keep up.

When the Chamber got involved in LRT we wrote to you with four observations:

1. Light rail transit has the potential to reduce traffic congestion; encourage development near station areas, provide more cost-effective transportation than buses; provide improved service to transit patrons, and reduce the environmental impacts associated with other transportation alternatives.

2. The Chamber agreed with the assessment that the Midway corridor is the most logical and cost effective initial route for light rail transit in the metro east area.

3. The Chamber urged the Authority to develop a master plan for LRT service to the White Bear area, Saint Croix area, the Eagan area, and Minneapolis/Saint Paul International Airport.

4. We pledged that the Saint Paul Chamber would accelerate involvement in transportation planning and work with members of the Authority to develop a master plan for LRT in Ramsey County and the metro east area.

You have done your part. We have responded with our support and guidance.

GOALS FOR LRT

You have six goals for LRT. We agree with all of them - not just the development goal.

*To integrate a Ramsey County LRT system with other counties' LRT systems is EFFICIENCY.

*To reduce the need for roadway construction is SAVINGS.

*To enhance economic development in Ramsey County is INVESTMENT.

*To decrease costs of transportation services in Ramsey County and to respond to mobility needs is EMPLOYEE ACCESS.

*To reduce environmental impacts associated with the automobile in Ramsey County is SENSITIVITY.

*To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers is WISDOM.

CHAMBER INVOLVEMENT

We know that this plan was not created in a closet by a few people with infrared lenses.

The public was given many opportunities to play a role in developing the LRT plan? The Chamber was involved in:

*Intergovernmental Committees

*Technical Committees

*Public Forums

*Presentations and meetings.

*Newsletters

*Press releases

*Tour of Calgary and Portland

CORRIDORS

We agree with the corridor designations - this is a twenty year plan; it's okay to have six corridors. We believe that the Midway corridor is highest priority and look forward to engineering study completion. Further prioritization isn't particularly necessary - funding and right of way opportunities may make something possible in 1992 that we never anticipated in 1989.

*3M could decide to help build/fund LRT to it's headquarters in order to access Hmong workers.

*Federal government could grant funds for the Northeast corridor due to exceptional creative opportunities blending transit/recreation.

*The siting of a new metropolitan airport could change the Southern corridor alignments and make it a priority.

We do support acquisition of the BN right of way for light rail. Joint usage should be considered, but single use without LRT is not good long range planning.

DOWNTOWN

We wrote to you in April. Our suggestions are in the letter which is attached. The Chamber involved the Downtown Council, Convention and Visitor's Bureau and other downtown organizations in our review of LRT downtown. We will generate even broader downtown business participation when the Rail Authority begins more thorough planning.

OPERATIONS

The Chamber agrees that there should be a single operator of a metropolitan transit system including LRT and buses. The Metropolitan Transit Commission should be the operator.

FINANCING LRT

The Chamber's Transporation Committee did a modest poll to gauge business preference for LRT funding sources. We suggest:

1. Sales tax in the metro area.
2. Motor vehicle excise and gas taxes but not registration fees.

The Chamber does not favor LRT funding by property, income, payroll or hotel taxes.

WHAT ARE THE NEXT STEPS?

The Chamber is pleased that John Finley is on the RTB. We understand that the 1990 and 1991 legislative sessions will be important as RTB brings forward it's conceptual plan in January and comprehensive plan in July. How can we help the Rail Authority? We're your partner on LRT.

RECOMMENDATIONS OF CITIES, COUNTIES, AGENCIES

AND ORGANIZATIONS

DAKOTA COUNTY

ADMINISTRATION DEPARTMENT
TELEPHONE
612/438-4418

DAKOTA COUNTY GOVERNMENT CENTER 1560 HWY. 55 - HASTINGS, MINNESOTA 55033

October 10, 1989

John T. Finley, Chairman
Ramsey County
Regional Railroad Authority
316 Courthouse
St. Paul, MN 55102

Dear Mr. Finley:

The Dakota County Regional Railroad Authority has completed the second phase evaluation of corridors in Dakota County. In our study we have identified corridors and potential alignments that will connect with Ramsey County. I would like to identify some differences between our corridor evaluation and the Ramsey County Comprehensive LRT Plan.

In our corridor evaluation we have identified a corridor with a similar alignment to the Ramsey County South Corridor (Robert St./Lafayette). In addition, we have developed ridership forecasts which are somewhat higher than the forecast developed for Ramsey County. Based on current forecasts for population and employment growth, we have estimated a 2010 LRT ridership of 15,000 - 21,000 for the Robert St./Lafayette Corridor.

The lower number is based on Metropolitan Council data used in the Ramsey County Comprehensive LRT Plan. The higher range reflects new population estimates agreed to by the Metropolitan Council for Dakota County. The ridership forecasts will likely be revised during the preparation of the regional LRT Plan. Many issues are still unresolved concerning this corridor, including the selection of a preferred alignment, the location of a bridge crossing, downtown connection, southern terminus, potential for park-and-ride lots and station locations. We anticipate undertaking a corridor study in 1990 to examine these issues.

We also considered a corridor similar to the Ramsey County Southwest. This corridor served the fastest growing portion of Dakota County in Eagan, Mendota Heights and Apple Valley, however, we believe that the ridership from this area is oriented to both downtown St. Paul and Minneapolis. We have examined several options for connecting this area of the County to both downtowns. The option that appears most feasible, at this point, would utilize TH55/Mendota Bridge connection to the Hiawatha Corridor in Hennepin County. A connection could be made between the extension to Hiawatha and the Robert St./Lafayette Corridor via I494 in Dakota County. This option would allow connections to

AN EQUAL OPPORTUNITY EMPLOYER

both downtowns and eliminate the need for one or two river crossings. Our Authority has made a preliminary recommendation to the Regional Transit Board concerning corridors serving the central portion of Dakota County. The Authority has also directed staff to begin discussions with MnDOT officials concerning the feasibility of preserving space on the Mendota Bridge for future light rail transit.

We will be working to complete our plan for light rail transit by the end of 1989. We will also be participating in the process of preparing the Regional Light Rail Transit Plan with the RTB. We hope that these efforts will result in a LRT plan that serves both our counties in a mutually compatible manner.

If you have any questions, please give me a call or contact Allen Moe of our staff, at 431-1158. We would be willing to discuss these issues at your convenience.

Sincerely,

Donald Chapdelaine

Donald R. Chapdelaine, Chairman
Dakota County Regional Railroad Authority

AM:kg
cc: Dakota County Regional Railroad Authority Commissioners
Brandt Richardson, Deputy County Administrator
Allen Moe, Program Manager
Kathy DeSpiegelaere, Director of LRT
Ed Kranz, Regional Transit Board

K-M-Fin

REGIONAL RAILROAD AUTHORITY BOARD
DAKOTA COUNTY, MINNESOTA

DATE September 28, 1989 RESOLUTION NO. 89-27

Motion by Comm. Maher Seconded by Comm. Chapdelaine

WHEREAS, the Dakota County Regional Railroad Authority has conducted an evaluation of Light Rail Transit (LRT) corridors; and

WHEREAS, the Authority desires to preserve the options for incorporating light rail transit within specific corridors; and

WHEREAS, the Authority desires to provide input to the Regional Transit Board's Development and Financial Plan for Light Rail Transit.

NOW, THEREFORE, BE IT RESOLVED, That the Authority recommends that the Regional Transit Board incorporate LRT alignments that have potential connections to service areas identified in the Dakota County study as the West, Central and East Corridors; and

BE IT FURTHER RESOLVED, That staff and the consultant initiate discussions with MnDOT officials concerning the feasibility of preserving options for Light Rail Transit on bridges serving Dakota County, including 35W and Mendota Bridge; and

BE IT FURTHER RESOLVED, That the Authority notify adjacent Regional Railroad Authorities concerning the results of the corridor evaluation for Dakota County.

	YES		NO
Harris	X	Harris	
Chapdelaine	X	Chapdelaine	
Maher	X	Maher	
Loeding	X	Loeding	
Turner	X	Turner	

STATE OF MINNESOTA
County of Dakota

CERTIFICATION

I, Joseph A. Harris, Secretary/Treasurer, Dakota County Regional Railroad Authority, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Dakota County Regional Railroad Authority at their session held on the day of September 28 1989, now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand at Hastings, Minnesota, this 28th day of September, 1989.

Joseph A. Harris
Secretary/Treasurer

Joan L. Kendall
ATTEST

WASHINGTON COUNTY

REGIONAL RAILROAD AUTHORITY

GOVERNMENT CENTER

14900 61ST STREET NORTH, P.O. BOX 6 STILLWATER – MINNESOTA 55082-0006

Office: 612/779-5401 Fax: 612/779-3900

Regional Railroad Authority
Russ Larkin, Chairman
Salley Evert, Vice Chairman
Phillip R. McMcMullen
Donald G. Scheel

Citizens Advisory Committee
Ron Dockery, Chairman
Wilson W. Ennis, Vice Chairman
Chuck Hoffman
Barry Johnson
Thomas W. Spence

Staff
Larry Bousquet

October 3, 1989

Ms. Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
Ramsey County Regional Railroad Authority
316 Courthouse
St. Paul, MN 55012

RE: LRT Plan Comments

Dear Ms. DeSpiegelaere:

The Washington County Regional Railroad Authority has reviewed the Ramsey County Comprehensive LRT Plan and offer the following comments:

System Standards: Service hours should include flexibility for the potential increase in trip lengths for Washington County trip origins.

Corridors: Northeast: Recommend the BN alignment over the TH 61 alignment. This will result in higher travel speeds and reduced auto conflicts.

East West Cross Town: The design of the Northeast connection to the cross town connection should accommodate direct service (no transfer) between the Oakdale/Stillwater corridor and downtown St. Paul .

East: Recommend the I-94 alignment over the Minnehaha Boulevard alignment. This will provide higher travel speed, improved access to 3M and reduced auto conflicts.

Financing: Care should be taken in developing financial options to insure that transportation funds are not reduced for developing Cities and Counties that feed the LRT system by auto and bus. In addition, the funding should be linked to the services provided.

General: Ramsey County should be commended for recognizing the variability in the growth figures that have been provided.

Sincerely,

Russell Larkin

Russell Larkin, Chairman
Washington County Regional Railroad Authority

RL/LB/pr

Washington County does not discriminate on the basis of race, color, national origin, sex, religion, age and handicapped status in employment or the provision of services.

CITY OF SAINT PAUL

OFFICE OF THE MAYOR

GEORGE LATIMER
MAYOR

347 CITY HALL
SAINT PAUL, MINNESOTA 55102
(612) 298-4323

Cathy D.

September 26, 1989

Council President Scheibel and
Members of the City Council
City of Saint Paul
City Hall
Saint Paul, Minnesota 55102

RE: Draft Comprehensive Light Rail Transit Plan for Ramsey County

Dear President Scheibel and Members of the City Council:

I am pleased to transmit to you the review and comment of the Saint Paul Planning Commission on the Ramsey County Regional Rail Authority Draft Comprehensive Light Rail Transit Plan.

The Ramsey County Plan is an important first step in the analysis and development of Light Rail Transit for Saint Paul and Ramsey County. After adoption by Ramsey County this plan will be forwarded to the Regional Transit Board which, in turn, will merge this plan with the plans of the other counties in the metropolitan area into one comprehensive light rail transit plan for the seven-county metropolitan area. I believe it is important that Saint Paul be well served in such a regional transit plan and, therefore, this initial plan completed by the Ramsey County Regional Railroad Authority is a very significant first step.

I concur with the findings and recommendations of the Planning Commission with one further recommendation. With respect to the acquisition and future use of the northeast Burlington Northern right of way, I recommend that the City Council position be detailed further and that the City support immediate acquisition of this linear right of way by the Ramsey County Regional Rail Authority to be jointly developed as soon as development funds are available as a trail corridor by the City of Saint Paul and Ramsey County to the fullest extent possible with appropriate access and amenities with the understanding that such development as a trail does not preclude possible future joint use of the trail with light rail transit. In addition, I recommend that we urge the Ramsey County Rail Authority to initiate necessary studies as soon as possible to determine which alignment will be used for light rail transit in the northeast corridor so that the master planning for the trail corridor can accommodate LRT if necessary. It is my understanding that Commissioner Finley, as the chair of the County Regional Rail Authority, would receive such recommendation in a very positive and accepting manner and, furthermore, that the Rail Authority is prepared to move forward to acquire this important linear land resource.

I would urge the City Council to review the Ramsey County Comprehensive Light Rail Transit Plan very carefully and to consider the attached resolution that I am forwarding to you for your review and adoption.

Yours truly,

George Latimer
Mayor

GL:da

Attachment

WHITE - CITY CLERK
PINK - FINANCE
CANARY - DEPARTMENT
BLUE - MAYOR

CITY OF SAINT PAUL
Council Resolution

Council File NO. _____

Presented By _____

Referred To _____ Committee: Date _____

Out of Committee By _____ Date _____

WHEREAS, the Ramsey County Regional Rail Authority has prepared a Draft Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, the Draft Comprehensive Light Rail Transit Plan for Ramsey County was released for public review and comment in July of 1989; and

WHEREAS, the Saint Paul Planning Commission has reviewed the draft plan and submitted comments to the Mayor and City Council of the City of Saint Paul; and

WHEREAS, Saint Paul City Council, through its Housing and Economic Development Committee, has reviewed the plan and the comments of the Saint Paul Planning Commission as well as discussed the plan with representatives of the Ramsey County Regional Railroad Authority;

NOW, THEREFORE, BE IT RESOLVED that the Saint Paul City Council finds that the draft Light Rail Transit Plan for Ramsey County is consistent with the Saint Paul Comprehensive Plan insofar as both support the concept of light rail transit as important elements of the transit system but lacks the necessary specificity to adequately determine complete consistency with the Saint Paul Comprehensive Plan; and be it

FURTHER RESOLVED that the draft Comprehensive Light Rail Transit Plan for Ramsey County specifies potential corridors, route alignments, downtown alignments, systems costs and funding methods which require further study before consistency with the Saint Paul Comprehensive Plan can be determined; and be it

COUNCIL MEMBERS

Yeas	Nays	
Dimond		
Long		_____ In Favor
Goswitz		
Rettman		_____ Against
Scheibel		
Sonnen		
Wilson		

Adopted by Council: Date _____

Certified Passed by Council Secretary

By _____

Approved by Mayor: Date _____

Requested by Department of:

_____

By _____

Form Approved by City Attorney

By _____

Approved by Mayor for Submission to Council

WHITE - CITY CLERK
PINK - FINANCE
CANARY - DEPARTMENT
BLUE - MAYOR

CITY OF SAINT PAUL
Council Resolution

Council File NO. 89-1821

Presented By

Referred To Committee: Date

Out of Committee By Date

FURTHER RESOLVED that the City of Saint Paul adopts the following comments:

1. That the Ramsey County Regional Rail Authority develop guidelines and methodology for the continued involvement of the City of Saint Paul and other affected bodies in future light rail planning activities and decisions and that these guidelines and methods be incorporated in the LRT Comprehensive Plan;

2. That future studies for the implementation of light rail transit include the investigation of the feasibility of alternative transit and transportation or modes for each corridor;

3. That the capital costs presented in the Comprehensive Plan represent the total anticipated system costs, not just corridor construction costs, also that the funding scenarios be related to the projected costs of the proposed system and that all potential funding sources be included.

4. That the City of Saint Paul supports the immediate acquisition of the northeast Burlington Northern right of way from the easterly edge of downtown Saint Paul to the northern Ramsey County line by the Ramsey County Regional Rail Authority to be jointly developed as soon as development funds are available as a trail corridor by the City of Saint Paul and Ramsey County to the fullest extent possible with appropriate access and amenities, with the understanding that such development as a trail does not preclude in any way possible future joint use of the trail with light rail transit.

5. That the City of Saint Paul urges the Ramsey County Regional Rail Authority to initiate necessary studies as soon as possible to determine which alignment will be used for light rail transit in the northeast corridor so that the master planning for the trail corridor can accommodate light rail transit if necessary; and be it

~~FURTHER~~ ~~FINALLY~~ RESOLVED that these comments be forwarded to the Ramsey County Regional Rail Authority for its consideration.

COUNCIL MEMBERS

Yeas	Nays	
Dimond		
Long		In Favor
Goswitz		
Rettman		Against
Scheibel		
Sonnen		
Wilson		

Adopted by Council: Date

Certified Passed by Council Secretary

By

Approved by Mayor: Date

By

Requested by Department of:

By

Form Approved by City Attorney

By

Approved by Mayor for Submission to Council

By

WHITE - CITY CLERK
PINK - FINANCE
CANARY - DEPARTMENT
BLUE - MAYOR

CITY OF SAINT PAUL
Council Resolution

Council File NO.

Presented By

Referred To Committee: Date

Out of Committee By Date

FURTHER RESOLVED, that the City Council directs the administration to enter into a joint power agreement within 30 days between the City and Ramsey County and/or the Ramsey County Regional Rail Authority to manage the Phalen Creek Trail from Kellogg Boulevard on the south to Larpenteur on the north; and be it

FINALLY RESOLVED, that the City of Saint Paul continue to plan for the trail, and if there is due delay in acquisition by the County, the Joint Power Agreement will permit the City to proceed with the acquisition.

COUNCILMEN

Yeas	Nays	
Dimond		
Goswitz		7 In Favor
Long		
Rettman		0 Against
Scheibel		
Sonnen		
Wilson		

Adopted by Council: Date OCT 19 1989

Certified Passed by Council Secretary

By

Approved by Mayor: Date

By

Requested by Department of:

By

Form Approved by City Attorney

By

Approved by Mayor for Submission to Council

By

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

GEORGE LATIMER
MAYOR

MEMORANDUM

DATE: September 13, 1989

TO: Saint Paul Planning Commission

FROM: Economic Development Committee

RE: Draft Comprehensive Light Rail Transit Plan for Ramsey County

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Introduction

The Ramsey County Regional Railroad Authority (RCRRA) released the Draft Comprehensive Light Rail Transit Plan for Ramsey County for public review in late July, 1989. The comment period is scheduled to end on October 12, 1989 with completion of the Final LRT Plan on November 28, 1989. On August 11, 1989 the Saint Paul Planning Commission referred the document to the Economic Development Committee for review.

Authority for Review

The Draft Comprehensive Light Rail Transit Plan for Ramsey County was brought to the Saint Paul Planning Commission so as to keep them informed of the planning activities of adjacent units of government as per Section 107.02 of the Administrative Code of the City of Saint Paul.

Background

Planning for light rail transit (LRT) and other rail transit systems for the Twin Cities started in the late 1960s when new technology such as Personal Rapid Transit was being studied for application in urban areas. The pace has accelerated since 1987 when the Minnesota Legislature lifted its prohibition on rail transit planning. Also in 1987, Ramsey County formed the Ramsey County Regional Railroad Authority. This body is responsible for the preparation of the draft plan.

The draft plan proposes six corridors as being appropriate for LRT between now and 2010. They are: Midway, Northwest, Northeast, East, South, and South-Southwest. Each of these corridors contain more than one potential LRT alignment for further study. Three additional corridors were identified for potential LRT development beyond the twenty-year time frame. These are the Southeast, Southwest, and East-West Crosstown Corridor.

The draft plan also proposes potential downtown alignments as follows:

North-South Streets	East-West Streets
St. Peter Street	Fourth Street
Cedar Street	Fifth Street
Minnesota Street	Sixth Street

The plan estimates capital costs at $756 - 896 million, excluding right-of-way, vehicles, and maintenance facilities. Funding scenarios are presented for $500 million utilizing regional or statewide based funding methods.

Issues

(1) Future City Involvement

The draft plan provides little direction for the involvement of the City of Saint Paul and its neighborhoods in the future light rail transit planning activities identified in the plan (i.e. corridor Environmental Impact Statements [EIS] and preliminary engineering). The draft plan should be more specific in setting guidelines for the involvement of the City and the affected neighborhoods in these future actions, so as to provide consistency. It is likely that each corridor will undergo the preparation of its EIS and preliminary engineering individually. The plan must provide a method whereby each corridor will be reviewed in the same manner as the others.

The recent RTB legislation provides that both the preliminary and final design plans must be submitted to the City for review. However, if formal contact is limited to this review late in the engineering process, conflicts between City policy, the neighborhoods and the proposed LRT plans will most assuredly occur.

Despite the statutory limitations on the Ramsey County Regional Railroad Authority to light rail transit planning activities, future studies (i.e. preliminary engineering and Environmental Impact Statements) for LRT in Saint Paul should investigate all forms of transit, paratransit, and transportation improvements. Each of the identified corridors exhibit unique characteristics which may provide opportunities for transit modes other than LRT, or the cost/benefit of an alternative to LRT may be better than that of LRT. If future studies focus solely on light rail transit, feasible alternatives may be overlooked to the detriment of the City of Saint Paul.

(2) Costs and Funding

The estimated capital costs exclude significant items. Specifically, these items are right-of-way and maintenance facility costs. Given these exclusions, the capital costs estimate of $756 to $896 million is not representative of the probable actual cost of the proposed system. Given the detail of the alignments identified in each corridor and the maintenance facilities identified in the plan, some estimate of these costs ought to be included in the draft plan.

Also excluded from the plan is an estimate of the cost (or savings) affiliated with the restructuring of bus routes to serve as feeder lines. Although the operation of these lines is outside the jurisdiction of the Ramsey County Regional Railroad Authority, the costs (or savings) are an integral part of the provision of light rail transit.

The plan provides three scenarios for financing a $500 million LRT system. It does not indicate how this amount relates to the proposed system. It also indicates that federal and state aid should be considered in order to reduce county or regional funding requirements. However, no information is provided as to the amount of that support or the likelihood of obtaining such funding.

(3) Northeast Corridor

The abandonment of the Burlington Northern Railroad right-of-way from east of downtown Saint Paul north to Beam Avenue has provided an opportunity for both the provision light rail transit and a recreational trail. The plan recommends that the RCRRA take immediate steps to acquire the Burlington Northern right-of-way in the Northeast Corridor and that the preliminary engineering should include the issue of potential joint use. The City Council adopted a policy that the right-of-way should be acquired with metropolitan parks and open space funds for recreational uses and to maintain the option of joint use for recreation and transportation in the future.

The question of the most appropriate use of the right-of-way breaks down to two basic questions: (1) is joint use of the right-of-way by both light rail transit and a trail feasible, and (2) if only one use is feasible, which use is more appropriate? The first question is a basically an engineering question. The second question requires the evaluation of the costs and benefits of two extremely dissimilar uses.

There may be limitations to the joint use of the right-of-way. From East 7th Street through Minnehaha Avenue, the right-of-way is 70 feet wide. The two blocks through Strohs Brewery range from 60 feet wide at Minnehaha Avenue to 100 feet at Bush Avenue. The first 800 feet west of Forest Street is approximately 60 feet in width and is adjacent to an active rail line. One half mile of the right-of-way, between Arcade Street and Earl Street parallels the Chicago & Northwest Railroad. This analysis has not investigated the possibility of acquiring additional right-of-way. If such is possible, the width constraints may be relieved.

The draft plan does indicate that there are alternative alignments for LRT within the Northeast Corridor (it may also be possible that their are alternative trail alignments). Given the width constraints in the southern portion of the right-of-way, it may be possible to separate the two uses in the southern portion and join them as a joint use of the right-of-way in the northern portion.

At this point in time, the preservation of the right-of-way as an integral whole is paramount. A joint powers agreement between the City of Saint Paul and Ramsey County may be appropriate to jointly obtain control of the parcel until a final decision on use can be reached. Approximately 60% of the right-of-way is within the corporate limits of the City of Saint Paul, with the remainder lying outside the City Limits, but still within Ramsey County.

A body to decide the final outcome of the use question would have to be identified and agreed to by both parties. The feasibility of joint use would first have to be investigated. If only single use of the right-of-way was

found to be possible, the benefits and costs of the opposing uses would have to be determined. The role each use would serve in its respective system would have to be assessed, as would possibility of alternative alignments.

(4) Conformance with Saint Paul Comprehensive Plan

The Saint Paul plan supports improved transit for the purposes of providing general mobility for people, providing transport to major activity centers, reducing congestion, reducing the need for street improvements, and reducing environmental impacts related to travel.

The primary transit objective of the Comprehensive Plan is:

> To ensure provision of high quality transit service in Saint Paul that is tailored to the character and needs of the city.

The transit chapter of the Saint Paul Comprehensive Plan strongly supports consideration of light rail transit:

> The city considers light rail transit a significant potential transit alternative . . .

The provision of light rail transit as proposed by the LRT plan would improve the level of transit service in and to Saint Paul. Essentially all of the rail corridors identified in the Saint Paul Comprehensive Plan are included in Phase I or Phase II of the LRT plan. Figure 1a presents those corridors that were identified in the Saint Paul Comprehensive Plan. Figure 1b shows those corridors that were originally reviewed at the beginning of the Ramsey County planning process. The more detailed review of the county plan has eliminated the Southeast and North Corridors that were listed by the City in 1981. However, even at that time the need of a Northeast Corridor was recognized, and continues to be justified. As such, the draft LRT plan conforms to the objectives and policies of the Transit Element of the Saint Paul Comprehensive Plan.

However, many details of the draft plan need to be refined before much of the plan can be reviewed for consistency with other elements of the Saint Paul Comprehensive Plan. Particularly, consistency with the Land Use Element, the Streets and Highways Element, and the Economic Development Strategy cannot be reviewed until further study by the Ramsey County Regional Railroad Authority provides more detailed information on route alignment.

Conclusions

(1) Future City Involvement

A formalized methodology, consistent in use for each corridor, for involving the City of Saint Paul and affected neighborhoods in future light rail planning activities is critical to ensure equitable review of each corridor. The corridors in Phase I of the proposed system may be implemented anytime within

the twenty-year time frame of the plan. The LRT Comprehensive Plan should provide guidance at the outset of the planning time frame, rather than allowing a new methodology to be developed for each corridor.

Also, these future studies should provide for the evaluation of the potential of all possible transit and transportation modes. Allowing them to focus solely upon light rail transit could eliminate feasible solutions prematurely.

(2) Costs and Funding

The capital costs presented by the draft plan omit potentially significant elements from the totals (i.e. right-of-way and maintenance facilities). It is understood that until the preliminary engineering and Environmental Impact Statements are conducted, exact alignments and right-of-way needs will not be identified. However, the draft plan is relatively specific concerning potential alignments within each corridor. An estimated range of costs for the acquisition of right-of-way could be generated. These costs should be included in some manner to present a more accurate estimate of actual system cost.

The funding scenarios presented in the plan do not appear to relate accurately to the estimated capital costs of the system. Also, no projections for additional potential funding from state or federal sources are included. If these sources are to be used to fund the system, the degree of anticipated involvement should be factored into the funding scenarios.

(3) Northeast Corridor

The question of the use of the abandoned Burlington Northern right-of-way in the proposed Northeast Corridor as a joint use by both light rail transit and a recreational trail needs to be resolved. If the right-of-way cannot be used for joint use, then a process for reviewing the two alternative uses needs to be developed and implemented. Until these items have been resolved, the right-of-way needs to be preserved. A joint powers agreement between the City and the Ramsey County Regional Railroad Authority may be appropriate to secure the right-of-way.

(4) Conformance with the Saint Paul Comprehensive Plan

The Draft Comprehensive Light Rail Transit Plan for Ramsey County supports and is consistent with the Transit Element of the Saint Paul Comprehensive Plan. However, further information needs to be generated and refined in future LRT studies before the determination of consistency with other elements of the Saint Paul Comprehensive Plan can be made.

Recommendations

The Economic Development Committee recommends the following actions:

(1) That the Draft Comprehensive Light Rail Transit Plan for Ramsey County is consistent with the general concepts of the Transit Element of the Saint Paul Comprehensive Plan and that more detailed information is required before further review for consistency with other elements of the Saint Paul Comprehensive Plan can take place.

(2) That the Ramsey County Regional Railroad Authority develop guidelines and a methodology for the continued involvement of the City of Saint Paul and other affected bodies in future light rail planning activities and decisions, and that these guidelines and methods be incorporated in the LRT Comprehensive Plan. Also, that future studies include alternative transit and transportation modes rather than limiting their investigations solely to light rail transit.

(3) That the capital costs presented in the Comprehensive Plan represent the total anticipated system cost, not just corridor construction costs. Also, that the funding scenarios be related to the projected costs of the proposed system and that all potential funding sources be included.

(4) That the City support immediate acquisition of the Northeast Burlington Northern right-of-way from the easterly edge of Downtown Saint Paul to the Ramsey County Line for use as a trail corridor with possible joint use as a trail and rail corridor.

NMF/bp



Figure 1a Saint Paul Comprehensive Plan
Possible Light Rail Transit Corridors

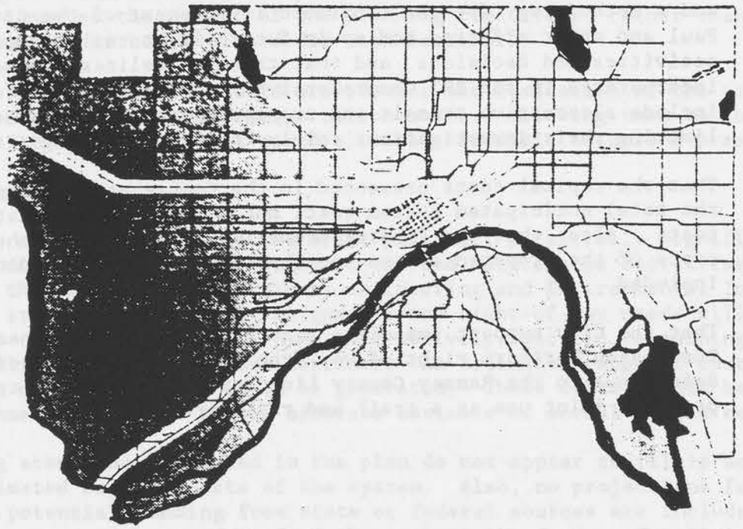
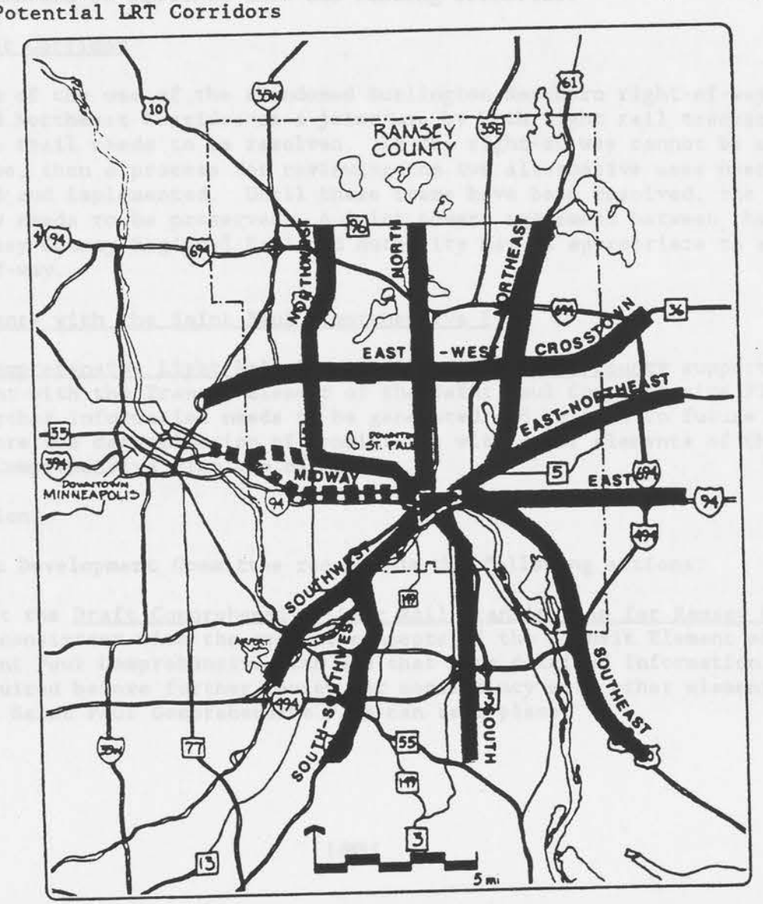


Figure 1b Draft Comprehensive Light Rail Transit Plan for Ramsey County
Potential LRT Corridors



BE IT FURTHER RESOLVED, that the Draft Comprehensive Light Rail Transit Plan for Ramsey County is consistent with the Saint Paul Comprehensive Plan insofar as both support the concept of light rail transit as important elements of the transit system; and

BE IT FURTHER RESOLVED, that the Saint Paul Planning Commission adopt the following comments:

- That the Ramsey County Regional Railroad Authority develop guidelines and a methodology for the continued involvement of the City of Saint Paul and other affected bodies in future light rail planning activities and decisions, and that these guidelines and methods be incorporated in the LRT Comprehensive Plan;

- That future studies for the implementation of light rail transit include the investigation of the feasibility of alternative transit and transportation modes;

- That the capital costs presented in the Comprehensive Plan represent the total anticipated system cost, not just corridor construction costs. Also, that the funding scenarios be related to the projected costs of the proposed system and that all potential funding sources be included;

- That the City support immediate acquisition of the Northeast Burlington Northern right-of-way from the easterly edge of Downtown Saint Paul to the Ramsey County Line for use as a trail corridor with possible joint use as a trail and rail corridor; and

BE IT FINALLY RESOLVED, that the Draft Comprehensive Light Rail Transit Plan for Ramsey County and these comments be forwarded to the Saint Paul City Council.

city of saint paul
planning commission resolution
file number 89-82
date September 22, 1989

ADOPTION OF COMMENTS REGARDING THE
DRAFT COMPREHENSIVE LIGHT RAIL TRANSIT PLAN FOR RAMSEY COUNTY

WHEREAS, the Ramsey County Regional Railroad Authority has prepared the Draft Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, the Draft Comprehensive Light Rail Transit Plan for Ramsey County was released to the public and various agencies for review and comment in July, 1989; and

WHEREAS, the Economic Development Committee of the Saint Paul Planning Commission did review the document and receive testimony at their meetings on August 16 and 30, 1989; and

WHEREAS, the Saint Paul Planning Commission desires to comment on the Draft Comprehensive Light Rail Transit Plan for Ramsey County;

NOW, THEREFORE BE IT RESOLVED, that the Saint Paul Planning Commission finds that the Draft Comprehensive Light Rail Transit Plan for Ramsey County lacks specificity to adequately review for consistency with the Saint Paul Comprehensive Plan; and

BE IT FURTHER RESOLVED, that the Draft Comprehensive Light Rail Transit Plan for Ramsey County specifies potential corridors, route alignments, downtown alignments, system costs, and funding methods which require further study before consistency with the Saint Paul Comprehensive Plan can be determined; and

moved by MC DONELL
seconded by TREICHEL
in favor Unanimous
against

CITY OF
FALCON HEIGHTS

2077 W. LARPENTEUR AVENUE FALCON HEIGHTS, MN 55113-5594 PHONE (612) 644-5050 FAX (612) 644-8675

October 9, 1989

Ms. Kathryn DeSpieglaere, Planner
Ramsey County Regional Rail Authority
Room 316, Courthouse
St. Paul, MN 55102

Dear Ms. DeSpieglaere: Kathy

In response to the Ramsey County Regional Railroad Authority's request for comments on the Draft Comprehensive Light Rail Transit (LRT) Plan for Ramsey County, I am expressing the City of Falcon Height's on-going interest in the proposed project.

The Planning Commission, the City Council and the City Staff reviewed the draft LRT Plan and several City officials attended public information forums. Although the City is interested in the overall LRT concept, the Northwest Corridor is particularly critical to residents of Falcon Heights because all the proposed alignments travel through the City. We choose not to comment on the specific routes at this time due to the preliminary stage of the plans and the lack of available information. Nevertheless, we encourage the Railroad Authority to explore all possible alternatives along the Northwest Corridor.

Finally, I thank you for involving our community in the LRT planning process. Please continue to include us in future LRT discussions.

Sincerely,

Janet R. Wiessner
City Administrator

JRW:kjz

METROPOLITAN COUNCIL *Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101 612 291-6359*

October 12, 1989

John T. Finley, Chair
Ramsey County Regional Railroad Authority
316 Courthouse
15 W. Kellogg Boulevard
St. Paul, Minn. 55102

RE: Ramsey County Regional Railroad Authority
Comprehensive Light Rail Transit Plan
Metropolitan Council Referral File No. 14928-1

Dear Mr. Finley:

At its meeting on October 12, 1989, the Metropolitan Council considered the Ramsey County Regional Railroad Authority Comprehensive Light Rail Transit Plan. This consideration was based on a report of the Metropolitan Systems Committee, Referral Report No. 89-95. A copy of this report is attached.

The Council approved the following recommendations contained in the above report:

1. Transmit these comments to the Ramsey County Regional Railroad Authority as part of its public participation process.

2. Commend the Ramsey County Regional Railroad Authority on the thoroughness of its public participation process.

Sincerely,

Steve Keefe/sc

Steve Keefe
Chair

SK:ll
Attachment

cc: Steve Wilson, Metropolitan Council Staff

METROPOLITAN COUNCIL
230 East Fifth Street, Mears Park Centre, Saint Paul, Minnesota 55101

REPORT OF THE METROPOLITAN SYSTEMS COMMITTEE
Referral Report No. 89-95

DATE: October 6, 1989

TO: Metropolitan Council

SUBJECT: Ramsey County Regional Railroad Authority Comprehensive Light Rail Transit Plan for Ramsey County , Referral File 14928-1

C-1 SYSTEMS

BACKGROUND

At its meeting on October 3, 1989 the Metropolitan Systems Committee approved, subject to some language changes, public hearing comments on the Ramsey County Regional Railroad Authority Comprehensive Light Rail Transit Plan. The Metropolitan Council is no longer required to review these plans and submit comments to the legislature.

ISSUES AND CONCERNS

The Committee was addressed by Paul Gilliland, who encouraged the Council to explicitly recommend another alternative alignment in the Northeast Corridor. Staff responded that the comprehensive plan will not select a specific alignment in any corridor, but that alternatives could be suggested in the future during the scoping process for environmental impact statements that would be prepared as part of any LRT implementation.

On October 10, the Committee reviewed some clarifying language on the comment related to the need to review costs and ridership for consistency of assumptions. The language had been agreed to by the staffs of the Council and Ramsey County Regional Railroad Authority.

RECOMMENDATIONS

That the Metropolitan Council:

1. Transmit these comments to the Ramsey County Regional Railroad Authority as part of its public participation process.

2. Commend the Ramsey County Regional Railroad Authority on the thoroughness of its public participation process.

Respectfully Submitted,

Carol Flynn, Chair

METROPOLITAN COUNCIL
Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101

AS AMENDED BY THE METROPOLITAN SYSTEMS COMMITTEE OCTOBER 10, 1989

DATE: October 2, 1989

TO: Metropolitan Systems Committee

FROM: S. Wilson (Transportation), A. Stefferud (Parks), N. Werner (Economic/Fiscal Research), S. Schwanke (Comprehensive Planning and Local Assistance), J. Pershing (Housing)

SUBJECT: Ramsey County Regional Railroad Authority Draft Comprehensive Light Rail Transit Plan for Ramsey County, Referral File 14928-1

AUTHORITY TO REVIEW

The Ramsey County Regional Railroad Authority (RCRRA) has requested public comments on its draft comprehensive LRT plan. The public comment period ends October 12, 1989 and a final plan will be completed by November 28, 1989. This review is being conducted as part of that public review process. Based on action by the 1989 Minnesota Legislature, regional railroad authorities are no longer required to submit their comprehensive LRT plans to the Council, nor is the Council required to submit its comments to the legislature.

BACKGROUND/DESCRIPTION

In 1988, the Ramsey County Regional Railroad Authority (RCRRA) received funding from the Minnesota Department of Transportation to prepare a comprehensive LRT plan for the county. RCRRA formed intergovernmental and technical advisory committees, and held a series of public forums during 1989 to assist in preparing the plan.

Ten different corridors were initially considered, and based on a first-stage analysis that included considerations for corridor overlap, three corridors (to the north, east-northeast and southeast) were screened out. Additional analysis placed two other corridors (East-West Crosstown and Southwest) in a post-20 year time frame. The resulting Phase 1 corridors are shown in Figure 1. Specific alignments were not chosen for any of the corridors.

The Midway Corridor did not receive any analysis in the study, but the conclusions and analysis from the Light Rail Transit Planning Analysis for the Midway Corridor were included in the comprehensive plan. This study was reviewed by the Metropolitan Council in April, 1988.

The RCRRA plan recommends that:

1. LRT be constructed in the Midway, Northwest, Northeast, East, South and South-Southwest Corridors in the next 20 years;

2. The Midway Corridor be the first priority for construction of LRT;

3. Timing for construction in the remaining five corridors be determined on the basis of funding availability, right-of-way opportunities, and the RCRRA goals;

4. Opportunities for transportation improvements in the six corridors be monitored and studies regarding integration and financing of LRT;

5. LRT ridership potential and right-of-way opportunities be monitored for the southwest, southeast and East-West Corridors;

6. RCRRA should take immediate steps to acquire the Burlington Northern right-of-way in the Northeast Corridor because of the feasibility for light rail transit and the availability of right-of-way in this area. Preliminary engineering studies on the Northeast Corridor should be undertaken within the next five years including, but not limited to, the issue of potential for joint use.

The costs and ridership for the corridors in Phase 1 (Midway, Northwest, Northeast, South, East, South and South-Southwest) are shown in Table 1.

COMMENTS

Implementation of the Plan Needs to be Coordinated with Regional Light Rail and Local Comprehensive Planning Efforts

Since the Ramsey County Regional Railroad Authority began preparing of the comprehensive plan, the 1989 Minnesota Legislature altered the process for light rail planning in the metropolitan area. The Regional Transit Board is to prepare a development and financial plan for light rail by January 1, 1990. This plan will include staging and financing recommendations for a regional light rail system. Once the plan is finished, including review by the Metropolitan Council in 1990, the implementation activities of the county regional railroad authorities will have to be consistent with the plan. It is therefore important for RCRRA to coordinate its further planning activities with the RTB. This includes preliminary engineering on the Midway Corridor.

Policy 6 of the Transportation Development Guide/Policy Plan calls for effective coordination of transit system components. Strategy C of the policy calls for counties to amend their comprehensive plans upon completion of an LRT comprehensive plan by its regional railroad authority. Ramsey County needs also to work closely with its local communities to ensure that development and redevelopment activities take maximum advantage of the potential of light rail transit to affect community development.

Some of the potential alignments for RCRRA corridors will impact the metropolitan highway system. If RCRRA proceeds with implementation on any of these corridors, it will need to coordinate with the Minnesota Department of Transportation. A more definitive staging plan would be beneficial to determine the extent to which LRT implementation should be considered in highway construction or reconstruction plans.

TABLE 1

SUMMARY OF RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY COMPREHENSIVE LIGHT RAIL TRANSIT PLAN COSTS AND RIDERSHIP

CORRIDOR	CAPITAL COSTS ($MILLIONS)	OPERATING COSTS ($MILLIONS)	DAILY RIDERSHIP
Midway*	$ 63 - 93	$8.5 - 9.1	33,000 - 47,000
Northwest	$120 - 154	$3.6 - 5.4	16,000
Northeast	$92 - 146	$3.7 - 3.8	13,000
East	$123 - 125	$2.1 - 3.0	9,000
South	$133 - 151	$2.5 - 3.0	15,000
South-Southwest	$177 - 179	$4.4	12,000
TOTALS	$864 - 1,010**	$24.8 - 28.7	98,000 - 112,000

* Includes cost east of Oak St. in Minneapolis only; total ridership for corridor between downtowns;

** Includes $48 million for downtown St. Paul and downtown connectors, plus $108 - $114 range for vehicles. Does not include right-of-way or maintenance/storage facilities.

The RCRRA comprehensive LRT plan also has implications for other regional railroad authorities. The Midway Corridor requires ongoing coordination with Hennepin County. In addition, Washington County (East and Northeast Corridors) and Dakota County (South and South-Southwest Corridors) are major stakeholders in the certain Ramsey County Corridors.

The Corridors Should be Further Prioritized to Assist the Regional Planning Process

The plans recommendations, in effect, propose three levels of priority: the Midway Corridor as a first priority; the Northwest, Northeast, East, South and South-Southwest corridors also within twenty years; and the East-West Crosstown and Southwest Corridors in the post-20 year time period.

Based on information provided in the plan, it appears that a wide variance in cost-effectiveness exists among the Northwest, Northeast, East, South and South-Southwest corridors. Based on cost and ridership stated in the plan, the South-Southwest and East corridors have total costs (annual capital plus operating) in the excess of $6.00 per passenger, whereas the other three corridors have costs in the range of $3.50 and $4.75 per passenger. This variance suggests a further distinction could be made among corridors. Actual staging of the regional LRT system is the responsibility of the Regional Transit Board's development and financial plan for light rail transit, RCRRA would, by stating additional priorities, provide the regional process with a better understanding of its needs and assist the RCRRA and the region in making more prudent use of scarce transit development resources.

The proposed corridors appear to be within the defined Metropolitan Urban Service Area (MUSA). This area is defined to control urban development "sprawl" by limiting the availability of urban services to the MUSA. RCRRA may wish to consider additional staging of some corridors to improve the cost effectiveness of the proposal. In general, the most productive segments of a transit line, from a ridership and cost standpoint, will be those within the fully developed area where significant walk-on ridership is attained.

Ramsey County Regional Railroad Authority is Strongly Encouraged to Consider a Commitment to Local Funding for Part of the System Costs

The Metropolitan Council's Metropolitan Development and Investment Framework (MDIF) emphasizes the importance of equity in making public investments. Furthermore, the Transportation development Guide/Policy Plan (Policy 9) discusses that transit financing is the shared responsibility of users and federal, state, regional and local governments, as well as the

private sector. Clearly, the federal, state and regional highway systems benefit from transit services, but the localized service areas also benefit. The Metropolitan Council's Transportation Advisory Board, consisting of local elected and appointed officials and citizens, said with regard to the Ramsey County LRT plan:

- *"The state and region will benefit from the proposed LRT system, therefore state and regional financial support is warranted. Similarly, the plan should recognize that since local benefits also will exist, such as economic development, local financial support should also be provided;*

- *"Joint development is being considered as a means of funding light rail transit in other areas. The plan should also consider this funding option.*

Approximately $2 billion in capital investments have been proposed thus far by regional railroad authorities (including Ramsey County). An investment of the magnitude, even staged, will not be possible without some level of local funding for light rail transit.

Equity is a concept that the MDIF uses to measure fairness in the provision of goods and services and the payment for those goods and services. This concept applies to the role of local funding in LRT system development.

A sense of equity must be developed between the users of the first years of the system and those of the last years of the system, and a further sense of equity between all the users of the initial corridors and the users of additions to the system. The capital cost of the LRT system should be paid by those people who will be benefitting from the system over time (including those who indirectly benefit). Therefore, if the LRT system has a useful life of 30 to 50 years (for example) capital financing mechanisms that cover that same period are justifiable. State law currently permits local government debt to be paid over a 30-year period, therefore special authority would be needed for this undertaking. Other financing mechanisms that may make longer term debt a viable approach should also be considered.

Costs and Ridership Figures within the Plan Should be Reassessed for Consistency and to Accurately Reflect the Costs of LRT to the County and Region

The RCRRA plan was developed using "sketch planning" analyses to achieve the purpose of identifying potential light rail transit corridors within the county. While the level of detail in the document may be sufficient to achieve that purpose, additional information will be required before consistency with regional transportation policies can be determined.

The total capital costs for the corridor do not include costs for vehicles, although a total for the county is given as $108 to $114 million for the six corridors. Considering only the additional vehicle costs, the corridor-level capital cost totals would have to be increased by an average of about $18 million, or between 10 and 15 percent of system cost.

Council staff has some concerns about the consistency of the ridership estimates. Ridership estimates for light rail transit should be reexamined in light of feeder bus assumptions and the potential for overlap of ridership in some of the corridors. Providing a range of ridership,

rather than an absolute number at the high end of that range, would be preferable. Another option would be to select a number at the midpoint of the range.

Transit ridership increases of the magnitude forecast in the plan imply large increases in transit service levels. Operating costs should include the additional bus service needed to feed the light rail transit lines. This cost could be substantial in areas where transit service levels are being dramatically increased will affect the cost effectiveness of LRT in those corridors. In addition, the relationships between operating cost, service levels and ridership should be assessed for consistency.

Cost and ridership information will be considered by the Council in its review of the RTB development and financial plan for LRT. The Council will base its review, in part, on the reasonableness and consistency of the information upon which staging is based.

The Plan's Recommendation Regarding the Northeast Corridor is Consistent with Council Action Regarding Designation of the BN Alignment as a Regional Trail Corridor. Continued Examination of Alternative Alignments is Warranted.

On February 23, 1989 the Metropolitan Council designated the Northeast Burlington Northern Corridor alignment (Kellogg Av. to Beam Av.) a regional trail and directed the City of St. Paul and Ramsey County to prepare a joint development and acquisition concept master plan for the corridor and coordinate the trail master plan with the RCRRA comprehensive LRT plan as well as local plans for Maplewood. In addition, the Council requested RCRRA to include a time frame and/or criteria for determining when LRT should be constructed. Furthermore, the Council said it would modify its restrictive covenant when regional parks funds are granted to acquire the Northeast BN rail corridor, to permit shared use of the corridor for trail and LRT purposes.The RCRRA comprehensive plan's recommendations reflects the direction intended by the Council for cooperative planning in the corridor.

The decision to conduct preliminary engineering in the Northeast Corridor should be made as part of the regional LRT planning process being developed through the RTB development and financial plan for light rail. Once preliminary engineering begins, RCRRA should continue to pursue the feasibility of alternative alignments that might alleviate the need for joint use with the BN trail corridor. In particular, it may be practical to "swap" a portion of the Willard Munger Trail for use as the LRT alignment south of Frost Av. in exchange for exclusive trail use on the BN route south of that point.

As Alignments are Determined, the Impact on Housing and the Neighborhoods Need to be Considered

All corridors have alignments that run through or near residential areas. As discussed in the plan, it is important to consider the visual and aesthetic impacts of LRT in these areas and to ensure LRT is an asset in all neighborhoods through which it passes, regardless of the level of community support and input. In the event that preliminary engineering in a corridor determines that LRT construction will cause removal of housing units, the impact of the removal on the area's housing stock should be assessed and relocation/replacement programs should be negotiated with local housing staff.

SUMMARY OF MAJOR COMMENTS

1. Implementation of the plan needs to be coordinated with regional light rail and local comprehensive planning efforts;

2. The corridors should be further prioritized to assist the regional planning process;

3. Ramsey County Regional Railroad Authority is strongly encouraged to consider a commitment to local funding for part of the system costs;

4. Costs and ridership figures within the plan should be reassessed for reasonableness and to more accurately reflect the costs of LRT to the county and region;

5. The plan's recommendation regarding the Northeast Corridor is consistent with Council's action regarding designation of the BN alignment as a regional trail corridor. Continued Examination of alternative alignments is warranted;

6. As alignments are determined, the impact on housing and the neighborhoods need to be considered;

RECOMMENDATIONS

That the Metropolitan Council:

1. Transmit these comments to the Ramsey County Regional Railroad Authority as part of its public participation process;

2. Commend the Ramsey County Regional Railroad Authority on the thoroughness of its public participation process.

swrcrra.mem

METROPOLITAN COUNCIL *Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101 612 291-6359*

TRANSPORTATION ADVISORY BOARD

September 26, 1989

Mr. Steve Keefe, Chair
Metropolitan Council
Mears Park Centre
230 E. Fifth St.
St. Paul, Minnesota 55101

RE: Draft Comprehensive Light Rail Transit Plan for Ramsey County

Dear Mr. Keefe:

At the September 20, 1989 meeting of the Transportation Advisory Board, the Board approved the attached comments from its Technical Advisory Committee and its Light Rail Transit Committee concerning their review of the Draft Comprehensive Light Rail Transit Plan for Ramsey County.

There was considerable discussion about item number four of the TAB LRT Committee report concerning the acquisition of right-of-way prior to the approval of an alignment by the Regional Transit Board. This directly relates to the current issue of whether the Burlington Northern Railroad Right-of-Way, one of the alternative routes of the N.E. Corridor, should be preserved for light rail transit, a recreational trail or both. The City of St. Paul, Ramsey County Regional Rail Authority, the Regional Transit Board and the Metropolitan Council need to cooperatively address this matter.

These comments are forwarded to the Metropolitan Council for consideration in its review of the Ramsey County document.

Sincerely,

Emil Brandt
Transportation Coordinator

EB:dpf

cc: Sally Evert, Chair, Transportation Advisory Board
Robert Owens, Acting Chair, Transportation Advisory Board
Nacho Diaz, Manager, Transportation Planning Division
John Rutford, Referrals Coordinator

TRANSPORTATION ADVISORY BOARD
Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101

DATE: September 27, 1989

TO: Transportation Advisory Board

FROM: TAB LRT Committee

SUBJECT: Draft Comprehensive Light Rail Transit Plan for Ramsey County

The TAB LRT Committee met on September 7, 1989 to review the Draft Comprehensive Light Rail Transit Plan for Ramsey County. The following comments are recommended for consideration by the Transportation Advisory Board.

1. Adopt the comments of the Technical Advisory Committee.
2. Commend Ramsey County for the thoroughness of their planning process.
3. The role of local units of government in the preservation of right-of-way prior to corridor approval by the Regional Transit Board should be clarified.
4. Right-of-way acquisitions should not occur prior to Regional Transit Board approval of an alignment unless other methods of preservation are unsuccessful.
5. The County needs to give careful consideration to Mn/DOT's I-94 reconstruction plans relative to potential LRT corridors.
6. Relative to the northeast corridor, additional alignment choices should be considered, including portions of the Chicago and Northwestern R.O.W., and 7th Street and Arcade.
7. The relevance of certain traffic generators listed for the northeast corridor was questioned (pg. 35-36).
8. The Metropolitan Council should request local communities to provide a general policy statement regarding the provision of light rail transit service in their community. This would be helpful to Regional Rail Authorities and the Regional Transit Board.

dcptab1.mem

COMMENTS REGARDING THE DRAFT COMPREHENSIVE LIGHT RAIL TRANSIT PLAN FOR RAMSEY COUNTY

1. The plan should recognize that legislative and/or constitutional action would be needed to implement most of the proposed funding sources.

2. The state and region will benefit from the proposed LRT system, therefore state and regional financial support is warranted. Similarly, the plan should recognize that since local benefits also will exist, such as economic development, local financial support should also be provided.

3. Joint development is being considered as a means of funding rail transit in other areas. The plan should also consider this funding opportunity.

4. In order to assist the region in defining its financial needs for light rail transit development, the plan should further identify priorities among corridors.

5. The priority of the corridors should be periodically re-evaluated, consistent with the recommendations of the plan.

6. Ramsey County Regional Railroad Authority should be commended on the thoroughness of its public participation process for the plan.

METROPOLITAN TRANSIT COMMISSION
560-6th Avenue North, Minneapolis, Minnesota 55411-4398 612/349-7400

October 12, 1989

Ms. Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
Ramsey County Regional Railroad Authority
316 Courthouse
St. Paul Minnesota 55102

Dear Kathy,

The MTC staff has carefully reviewed the Ramsey County Draft Comprehensive Light Rail Transit Plan and is submitting its comments by way of this letter. They are as follows:

System Reliability - The plan cites 95% as the goal for LRT system reliability. From an operating perspective, 95% is far too low, and ridership would fall drastically if the system were operating at that rate. The goal for system reliability should be in excess of 99%.

Ridership and Cost Related Data - Page 31 indicates the midway corridor ridership of 33,000-47,000 per day. Presently, Route 16 averages about 19,000 per day. The ridership projections appear to be too high.

On Page 61, a farebox recovery ratio of 50%-80% would be too high if ridership projections are inflated.

At this time, the MTC cannot quantify either the capital or operating cost projections. Staff would be happy to work with RCRRA on this issue in the future.

Shop and Repair Facilities

Capacity (Page 93) - The plan addresses the overall need for careful coordination of Ramsey County's efforts with those of other rail authorities. We believe this is especially important in the case of proposed shop facilities under design in Part B of Hennepin County's preliminary engineering.

A specific concern is the adequacy (storage track capacity) of the proposed Hennepin County yard to accommodate additional cars for the initial inter-city corridor.

If not already addressed, this should be discussed with Hennepin County.

Storage (Page 93) - Given the corridors under consideration, we believe it more desirable and cost effective to consolidate running repair and storage facilities at one central location rather than a dispersed arrangements suggested as an option in the report.

A suitable location would be near downtown St. Paul.

Vehicles (Page 106) - The report lists a very basic and brief vehicle description. We recommend that it is in the best interest of the rail authorities and the Metropolitan Transit Commission to come to agreement on a comprehensive vehicle specification which could be used as the procurement document for all rail vehicle purchases in the region.

Description of Regional Corridors (Pages 29-58)

Inter-City Alignment - Further consideration and discussion could be given to fully developing the U of M Transitway as a light rail corridor. This would:

- o allow direct access from the St. Paul campus to both downtowns.
- o allow a more cost effective light rail shuttle between the campuses.
- o allow direct service to the state fairgrounds.

I hope these comments can be incorporated into the final comprehensive plan. I'd like to take this opportunity to reaffirm MTC's commitment to the success of Ramsey County Regional Railroad Authority's development of light rail transit in the Twin Cities.

Sincerely,

Beverly J. Auld
Assistant Chief Administrator
for Administration

BJA/dmk

cc: J. Capell
J. Olson
R. LaShomb
R. Thompson
S. Morris

Office of the Director

UNIVERSITY OF MINNESOTA
TWIN CITIES

Agricultural Experiment Station
220 Coffey Hall
1420 Eckles Avenue
St. Paul, Minnesota 55108
(612) 625-4211

September 21, 1989

Ms. Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
Ramsey County Regional Railroad Authority
316 Courthouse
St. Paul, MN 55102

Dear Ms. DeSpiegelaere:

This letter is written in response to the preliminary plans of the Ramsey County Regional Railroad Authority for a Light Rail Transit line which would be aligned in or near the east and north quadrants of University and Agricultural Experiment Station lands on the St. Paul Campus. At the outset it is recognized the LRT capability will be a resource in transportation planning at both the Minneapolis and St. Paul sectors of the University. The eventual development of the LRT system henceforth must be taken into account as the University develops its plans for internal traffic flow and works with the community to identify major points of entry.

Beyond the movement of people to and from the Campus, the University must also be sensitive to other ways in which changes in traffic flow may influence its function. Of particular concern are the agricultural lands at the St. Paul Campus. The compromising of these lands would both influence how we fulfill our mission as a land grant university and increase our cost of operation. In this respect, it may be worth noting that of the land grant universities cated in major urban centers, the University of Minnesota is the only remaining one with significant agricultural lands available close at hand. Advantages include accessibility to staff and students without long distance travel, lower cost of operation, greater willingness on the part of staff and students to attempt to apply laboratory research results in the field, and a natural agricultural environment which cannot be duplicated in controlled environment structures. These lands also contain long-term soilborne plant disease sites on which disease severity and microbial population changes can be monitored for many decades. As we look ahead to the preservation of this outdoor teaching and research laboratory as a state and international agricultural center, some of our specific concerns regarding the alignment of the proposed LRT Northwest Corridor are as follows:

1) There is a need to maintain a critical mass of undisturbed land space as an outdoor laboratory.

2) Flexibility of use and eventual retention of geographical integrity of the land area would be compromised if an LRT line were to cut diagonally through the land. This is one of the most serious potential problems that we can imagine.

3) All construction activities would need to be limited to the right-of-way width to prevent soil profile disturbance and the serious long-term consequences due to soil compaction.

4) The potential impact of the necessary periodic maintenance operations, such as chemical weed control, on plant growth and development in the experimental fields adjacent to the line could jeopardize field research results.

5) The impact of line operation, and its maintenance, on the behavior and performance of herds and flocks of experimental animals in nearby fields and buildings could be significant.

6) It would be necessary to cross the line with heavy equipment at various points, depending again on the alignment.

7) Consideration must be given to logical and compatible coordination between the LRT and the University's transit system.

8) The visual impact of the overhead lines needs to be ameliorated where LRT alignment is on, or in close proximity to the Campus.

Given the above considerations, the University's position would be that strong consideration be given to alignment near interface boundaries with adjacent properties, such as the State Fairgrounds.

We look forward to working with your office, and anticipate regular and periodic opportunities to enter into dialogue in the planning process. The first meeting with you was extremely informative and helpful to us. We want to continue in that manner.

Sincerely,

C. E. Allen
Acting Director of MAES
and Acting Vice President
of IAFHE

David W. Davis, Chair
Agricultural Experiment
Station Land Utilization
Committee

Roger R. Martin, Chair
St. Paul Campus
Landscape Advisory
Committee

kd
cc: Harvey Turner
Orlyn Miller
Clint Hewitt
Gus Donhowe
Nils Hasselmo

SF-00006-05 (4/86)

STATE OF MINNESOTA

Office Memorandum

DEPARTMENT : CAAPB

DATE : September 25, 1989

TO : Kathryn DeSpiegelarere
Ramsey County LRT Planning

FROM : Gary Grefenberg
Executive Secretary

PHONE :

SUBJECT : **CAPITOL AREA & LIGHT RAIL TRANSIT**
CAAPB Staff Memorandum
• copy enclosed
(and)
Nomination to Midway Corridor Task Force
• per your request

Please also find attached a copy of a September 7th staff memorandum to my Board updating them on the current status of Light Rail Transit (LRT). This memo is enclosed because I believe it provides a concise summary of the current LRT position of the Capitol Area Board.

I appreciated the time you took, and the evident preparation you gave to your Capitol Area Board presentation on September 12th. I realize my Board has many concerns on this issue; these concerns, however, are based on their commitment to both protecting and enhancing the Capitol Area. I remain convinced that your thorough and comprehensive planning process will result in eventual CAAPB enthusiasm for a LRT system linking the Capitol Area with downtown, Ramsey County, and the entire metropolitan area.

By copy of this memo I am also advising Jill Goski of the nomination of myself to the Midway Corridor Task Force. Paul Mandell may attend and participate in these meetings as my alternate. If there should be any problem with this please let me know.

GRG:rnd

Attachments

cc: Paul Mandell
CAAPB Planner

Jill Goski, Community Participation Coordinator
Ramsey Co. Regional Rail Authority

John T. Finnley, Chairman
Ramsey Co. Regional Rail Authority

Lt. Governor Marlene Johnson, Chair
CAAPB

AGENDA ITEM #2

CAPITOL AREA ARCHITECTURAL AND PLANNING BOARD

ROOM B-46
STATE CAPITOL
SAINT PAUL, MINNESOTA 55155
PHONE: 612 • 296 • 7138

September 7, 1989

TO: Capitol Area Board

FROM: Paul Mandell
CAAPB Planner

RE: **LIGHT RAIL TRANSIT**
Current Status Update
Agenda #2/FOR YOUR INFORMATION

Background: The Ramsey County Regional Rail Authority released its Comprehensive Plan for Light Rail Transit for public review and comment in late July. The comment period runs through October 12; last week you should have received an Executive Summary.

At the September 12th Board meeting there will be a presentation by county officials on this plan, as well as possibly a brief video on the subject. This is part of our continuing effort to keep you informed on this matter.

The Comprehensive Plan addresses general LRT corridors and establishes a two-phase timetable for implementation. Of greatest impact to our Capitol Area, the plan focused on these general corridors plus a number more specific downtown alignments, but it did not connect the two. In our area, the LRT proposed downtown routes end at the south side of the I-94 Commons Section, on St. Peter, Cedar or Minnesota Streets, and resume only at I-94 past Marion, Rice and University, or some other point northwest of the Capitol.

These decisions and others contained in the plan have been reviewed and approved by various county bodies, including the county's Technical Committee and Intergovernmental Committee on which CAAPB staff served. In addition, staff has had several meetings with county representatives and Strgar-Roscoe-Fausch, the county's consultant for the Comprehensive Plan.

Future Planning: The next step in LRT planning will be the Midway Corridor Study, to be conducted by another consultant, BRW. This study will explore in greater detail the three options for the Midway Corridor, probably the first LRT corridor to be built in Ramsey County. These route options are 1) an I-94 frontage alignment, 2) University Avenue, and 3) the Burlington Northern Railroad south alignment.

We have been invited to be part of the public committee working with the County and their consultant on this study the Midway Corridor Task Force. We have also been assured of additional meetings if necessary.

Pursuant to state law the Board itself will need to approve any LRT alignment and construction in the Capitol Area. Therefore please call me or Gary if you have any questions or concerns you would like us to bring to this transit planning process.

PM:dlw

cc: Architectural Advisors

P\BRDLRTUP

Minnesota State Fair, State Fairgrounds, Saint Paul, Minnesota 55108-3099 (612) 642-2200 Fax (612) 642-2440

August 7, 1989

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

Dear Kathy:

I apologize for being so long in replying to yours on the LRT plan as it relates to the State Fairgrounds. I did want our staff to look it over and, because they are all so busy at this time of the year, it took awhile.

In any case, the possibilities are exciting; we are extremely interested. Traffic congestion and parking difficulties rank high on our problem list. An LRT system which interfaces with the Fairgrounds has the potential to greatly improve our crowd handling efficiency and reduce negative impact in the adjacent neighborhoods.

Because of the unique nature of our property and our operation, it (will be) imperative that we take part in each step of the planning process for a "fairgrounds crossing".

Thanks again for offering us an opportunity to comment on the NW corridor alignment.

While I'm about it, could I ask that you pass on to Jill Goski the following information? I will personally serve on the

1989 MINNESOTA STATE FAIR
For One Of The Scents Of 1989's FAIR Scratch Here.
The Great Minnesota Get Together© August 24 - September 4, 1989

Midway Corridor Task Force if asked to do so.

Thanks again Kathy.

Sincerely,

Mike Heffron
General Manager

MH/mg

cc: Frost
Wenzel

Saint Paul
Area Chamber
of Commerce

July 25, 1989

Mr. John Finley, Chair
Ramsey County Regional Rail Authority
316 Courthouse
Saint Paul, Minnesota 55102

Dear John:

The Saint Paul Chamber supports your adoption of the draft Comprehensive Plan for LRT in Ramsey County. We believe that LRT is an essential ingredient of the areas future transporation system.

The Chamber's interests on staging downtown alignment and financing the system have been addressed by the Technical and Intergovernmental Advisory Committees. We participated in their meetings and agree with their recommendations which come before you today as a draft plan.

The public information plan for August-October leading up to adoption of a final plan is ambitious. We will ask for a working session for our Light Rail Task Force and interested members. We also encourage the Rail Authority to have one final public hearing in which all groups and citizens have the opportunity to speak directly to you.

Light rail transit will be a major public investment during the next twenty years. It is evident through the goals for LRT which you have adopted and the energy and commitment of people working within your committees that LRT's time has come. The Saint Paul Area Chamber agrees with that assessment and encourages you to continue your planning efforts with a resolve to implement.

Respectfully,

Patrick Donovan
Chair,
Light Rail Task Force

PD/sue

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

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Saint Paul

SAINT PAUL CONVENTION
AND VISITORS BUREAU
600 NCL Tower • 445 Minnesota Street
Saint Paul, MN 55101-2108
612/297-6985
FAX 612/297-6879

July 17, 1989

Kathryn DeSpiegelaere
Director of LRT Planning
316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102

Dear Ms. DeSpiegelaere:

Last month I had the opportunity to sit in on a Chamber of Commerce briefing that you presented regarding Light Rail Transit alternatives. At that time it was mentioned that you were looking for public input as you narrowed the alternatives and made your own department recommendations to the county board.

As an agency deeply involved in promoting St. Paul and Ramsey County to the traveling public, transportation issues are of vital importance to us. We believe our 225 business members and their employees have a large stack in any LRT development. In light of this natural interest our bureau has set up a special task force to review Light Rail proposals and our comments are as follows:

1. We strongly feel that the "southwest" route should hold a top priority. This priority route should include a direct connection to the Minneapolis/Saint Paul Airport. It is our belief that should a direct link be established between the airport and Minneapolis (with no similar link to Saint Paul) that our community would be at a severe economic disadvantage. This disadvantage would translate to lost business, lost tourism and lost conventions.

2. We believe that the "northwest" corridor should follow the Snelling Avenue route as opposed to the I35W alternative.

3. In the downtown corridor we strongly favor a proposal that would follow the St. Peter and Cedar Street routing. This alternative provides more complete coverage for the visitor to both the attractions and the State Capitol.

We realize that there are a number of other issues and alternatives to be considered, however the above are the prime concerns of our visitor industry.

We thank you in advance for your consideration of these issues and would welcome the opportunity to provide further input.

Sincerely,

Dick Mason
President

cc: Rich Hadley

IACVB
International Association of Convention & Visitor Bureaus

PUBLIC RESPONSE

1757 Hampshire Avenue
St. Paul, MN 55116
August 3, 1989

John Finley, Chairman
Ramsey County Regional
Railroad Authority
316 Courthouse
St. Paul, MN 55102

Dear Commissioner Finley:

As a participant on the Intergovernmental Committee, I want to compliment you and the other commissioners for maintaining an appropriate timeline in developing the Draft Comprehensive Light Rail Plan for Ramsey County. While it is difficult to withstand pressure from the media, I am convinced that your process has resulted in a more cognitive approach to this issue without sacrificing the possibility of a comprehensive Metropolitan system.

The implementation of a light rail transit system necessitates a very thorough planning process. The Metropolitan area will not suffer if it takes extra time in the planning stages. We will suffer, however, if planning is circumvented in the interest of attempting to break ground before properly addressing the issues. I believe the Ramsey County Regional Railroad Authority has properly addressed all issues and I agree with most of their decisions. Specifically, I support protecting future rights of way so that options are maintained for the future. I also support six of the seven goals listed for LRT in the Draft Comprehensive Plan. The fourth goal with respect to decreasing costs is the only goal with which I disagree. I am easily convinced that operating costs will decrease. However, increases in capital costs will more than offset any decrease in operating costs given current forecasts. I am certain of this because the rail cars initial costs of $750,000 was used for the projections while their replacement cost is $2.1 million as experienced in Calgary and Sacramento. We should, therefore, focus the $756-896 million on other public priorities.

Light Rail Transit is a need for our community at some time in the future. When implemented, it will represent a substantial public investment and, therefore, deserves a thoughtful approach to its comprehensive plan. Your leadership has provided for this approach and the comprehensive plan should be supported by the community at large.

Sincerely

Bruce N. Davis

IES: International Ecology Society

1471 Barclay Street • Saint Paul, Minnesota 55106 USA • 612-774-4971

R.J.F. Kramer
President

Vigilance for Our World's Environment

Environmental Preservation Education Humane

October 16, 1989

Commissioner John Finley, Chair
Ramsey County Regional Rail Authority
3rd Floor Court House
Saint Paul, MN 55102

Dear Commissioner Finley:

I appreciate this opportunity to comment on the proposed Ramsey County comprehensive plan for light rail transit. As a member of the Northeast Corridor Task Force, I have concerns about the plan's statements about that corridor and about acquisition of the Burlington Northern right of way. However, I also would like to make some observations about the plan in general.

1. Identification of potential LRT corridors. The plan identifies a group of potential light rail corridors, any of which could become light rail routes in the next twenty years, and a second group of corridors for consideration after that time. However, except for the Midway corridor, no ranking or other priority setting has been done, nor does the plan provide indications of how those decisions might be made.

After discussing the Midway corridor, the plan should indicate that the second and subsequent corridors during the next twenty years will be selected by considering both Ramsey County needs and the activities of adjacent counties, rather than merely by specifying a group of possible corridors. This is necessary because a LRT system is of necessity a metropolitan system, and such coordination should raise the Ramsey County corridors to a higher priority metrowide. It is equally necessary because such coordination will have the beneficial effect of tying Saint Paul more closely into emerging development, thus enhancing the Saint Paul area economy.

For example, if Anoka County commits to a LRT line, then Ramsey County should first consider the Northwest corridor. If Hennepin County's first line is Hiawatha corridor, then Ramsey County should consider its Southwest corridor (despite low ridership projections) both to the airport/megamall area and with provisions for connections to Eagan if Dakota County commits to LRT. If the Metro East Partnership is successful in attracting significant commercial and industrial development to Woodbury, Oakdale, and adjacent areas, and if Washington County commits to LRT, then Ramsey County should seriously consider the East corridor.

2. Consultant's analysis of proposed options for LRT corridors. Before the RCRRA can feel confident that it has valid and reliable information for LRT decisionmaking, there are some significant changes or additional information which should be included with the consultant's information.

First, the ridership analysis should be re-examined. This is significant especially because Met Council may use ridership thresholds in their review of LRT proposals, and Ramsey County should be able to defend its projections as reasonable and, preferably, as conservative. The projections prepared by the consultant appear to be high. They assume most existing bus riders will use LRT, but with the wide spacing of stations being proposed, this is unlikely in my opinion. The consultant's ridership projections also exceed forecasts of population or economic growth, and insufficient explanation is given for the discrepancy.

The trip generator information should be further analyzed and corrected if in error. For example, in the Northeast corridor, Phalen Center, a small neighborhood center which is half vacant, is classified with Maplewood Mall as a regional center. The 3M facilities within Saint Paul appear to be either considered minor trip generators or omitted. In addition, an analysis needs to be done of whether the supposed trip generators would actually generate LRT ridership. Maplewood Mall, with its adequate parking and distance from any proposed LRT alignment is unlikely to contribute many riders.

Further, both ridership and trip generation data ignore the fact that, at the present time, people don't like transit and don't use it. Unless Ramsey County has plans for promoting transit, people will not be willing to take buses to get to the LRT station, and to get from the LRT station to their destination. Ramsey County should begin pressuring the MTC now for better, more convenient bus service so that there will be more ridership by the time LRT is built, and provisions to do so should be added to the LRT plan.

Second, the financial data in the plan is incomplete. It is not sufficient merely to note what types of capital costs have been omitted from the data. Instead, estimates of those costs should be added to the plan. The proposed plan both understates total costs and fails to indicate to what extent those costs may vary from corridor to corridor. No conclusions should be drawn comparing costs of corridors until the additional information is provided.

In addition, the plan is incomplete when it discusses financing resources. It is true that most financing for a project as expensive as LRT will have to come from external sources. However, the plan should include explicit statements of the RCRRA's position and plans for local financing. Is the RCRRA willing to commit local property tax dollars for planning and engineering? For construction financing? As match in order to access external funding for whatever type of expenditure? If the RCRRA is willing to commit local funds, to what dollar, percentage, or other limit will it do so? These questions should be answered.

The plan should also include, or should project for the near future, a more complete assessment of the extent to which LRT will enhance or inhibit development or redevelopment. In part, this information will be useful in selecting corridors and alignments. However, it may be equally or more useful in planning possible financing for the system, since an expanded tax base from LRT related development can become a financing resource. Conversely, indications that LRT may cause land use conflicts which inhibit development or redevelopment mean that lost tax base should be considered as a LRT development cost.

3. Acquisition of the Burlington Northern right of way and designation of an alignment in the Northeast corridor. The RCRRA should justify in a different manner its reasons for proposing to acquire the BN right of way from downtown Saint Paul to Beam Avenue. The plan as drafted and the emphasis being placed on the acquisition give the impression that the Northeast corridor is a high priority corridor and that the BN ROW is the most feasible alignment for that corridor. Both conclusions are open to question.

Met Council evaluations of potential LRT corridors have regarded the Northeast corridor as lower priority, and there is no indication that this will change. The RCRRA plan does not justify a higher priority ranking for this corridor, nor should it attempt to do so.

Within the Northeast corridor, these are reasons to believe that the BN ROW may not be the most appropriate LRT alignment. A trail in the ROW would significantly enhance the desirability and redevelopment of Saint Paul's Eastside, and this benefit must be considered against the potential benefit of light rail here. As a part of the regional trail system, the BN is most attractive because of its connection to the river, its proximity to present (Phalen, Swede Hollow) and potential (Wells, Topic-McAfee) parks, and its extension through Washington county and up to Duluth. Even joint LRT/trail use would significantly diminish the benefit of the trail to the Eastside, and the major benefit of LRT would accrue to the suburbs. If the county proceeds with LRT plans in the BN ROW, it should find ways to compensate the Eastside for any loss it may suffer.

There are other Northeast corridor alignments which are not being given sufficient consideration for LRT. One of the most attractive alternative alignments is the Willard Munger trail, or the combination Munger/BN alignment being proposed by Met Council parks and open space staff. Munger, I-35E, and other potential alignments should be given full and equal consideration, and complete engineering studies should be performed on them before any decision is made.

If the plan states that the RCRRA will act to acquire any available right of way which may at some time in the future be appropriate for light rail, it should also discuss possible disposition of those acquisitions. Since Hennepin county already is looking for alternative dispositions of some of the right of way it has acquired, Ramsey county should anticipate the same occurrence. The BN ROW may be a good candidate for the RCRRA to sell to a parks authority in a short period of time.

Again, thank you for the opportunity to comment on the RCRRA comprehensive plan.

Sincerely,

Richard JF Kramer

Richard JF Kramer

Rail Authority Begins Preliminary Engineering in Midway Corridor

The Ramsey County Regional Railroad Authority began additional work on the Midway Corridor in August. The Midway Corridor has been previously identified as having the highest potential for light rail transit in the Twin Cities area. Three different alignments will be considered within the corridor as locations for light rail transit. They are: I-94, University Avenue and Burlington Northern right-of-way/Pierce Butler Route. The 14 month study, in cooperation with Hennepin County Regional Railroad Authority, will result in the selection of a single preferred alignment in the Midway Corridor for detailed engineering study.

The Midway Corridor study, being conducted by BRW, an engineering consortium based in Minneapolis, will include an analysis of the downtown St. Paul area, the 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. Some of the elements examined in preliminary engineering are:

- Possible station locations and number of stations
- Station design concepts
- Right-of-way requirements
- Possible location and size of park/ride facilities
- Configuration of the feeder bus routes

The Environmental Impact Statement will be conducted at the same time as preliminary engineering. The environmental process includes establishing the project need and analyzing environmental issues relevant to the planning, design, construction and operation of each LRT alignment. The Final Environmental Impact Statement prioritizes the LRT alignments and selects a preferred alternative for final design and construction.

An extensive community participation program will be an essential component of the study. According to John T. Finley, Chairman of the Ramsey County Regional Railroad Authority, "We want a thorough technical analysis and involvement of citizens and businesses affected by this work before we reach conclusions."

Ramsey County Regional Railroad Authority

John T. Finley, Chairman
District 3

Duane W. McCarty, Vice Chairman
District 1

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Diane Ahrens
District 4

Hal Norgard
District 7

Donald E. Salverda
District 2

For additional information contact:

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning

Jill Goski
Community Participation Coordinator

Jim Tolaas
Project Engineer

Ramsey County
Regional Railroad Authority
316 Courthouse
St. Paul, Minnesota 55102
612-298-4145

Prepared by SRF Strgar-Roscoe-Fausch, Inc. Consulting Engineers
and Ramsey County Regional Railroad Authority

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

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TO

Mr. R.D. Hagen
Midway Chevrolet
1389 University Avenue

St. Paul, MN 55104

181 Sherburne Avenue
Saint Paul, Minnesota 55103-2038

October 9, 1989

Ms. Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
Ramsey County Regional Railroad Authority
316 Courthouse
Saint Paul, Minnesota 55102

Dear Ms. DeSpiegelaere:

Review of
"Draft Comprehensive Light Rail Transit Plan for Ramsey County"

Thank you for your courtesy and consideration in listening to my comments on LRT in the past. As you know, I have reservations about 1) validity of comparisons made between LRT and buses and 2) proposed cuts and/or rerouting of existing bus routes if LRT is implemented. The comments below on the draft plan reflect these two concerns.

Executive Summary

p. vi What are the potential benefits of LRT to Ramsey County?

0.1. "provides a faster and more comfortable transit commute than buses"
The faster ride is due to LRT having its own lane, which buses could also be given. If they were given their own lane, they would equal or surpass the riding time of LRT since they are better at cornering. See comment 10.1 regarding comfort of transit commute.

0.2. "can attract more transit passengers"
Are any figures available on how many passengers in other LRT systems were not transit users before LRT? This data can be gathered. Has it been?

0.3. "It can reduce transit operating costs because a single operator can carry far more passengers on LRT than on a bus."
What is the effect on total transit costs--capital plus operating? Is the total cost more or less? Does far more passengers translate into far less frequent service? If so, that could easily cancel out the convenience gains of having a dedicated lane for LRT. In Chicago, heavy rail and buses seem to run less than 5 minutes apart during peak times. They have heavier congestion meaning more incentive to take public transportation. Unless frequency can be comparable here, there may be difficulty wooing new riders.

0.4."LRT is powered by electricity"
According to Northern States Power, electricity in the Twin Cities is produced 56% from coal (3 plants, in St. Paul, Minneapolis, and Bayport), 38% from nuclear power, 4% from hydroelectric power and other (oil, gas, wood, wind) and 2% bought from Manitoba Hydro. So LRT creates pollution also. I do not know if buses could be designed to run on ethanol, which instead of being a fossil fuel like diesel oil or coal, is a renewable resource (can be produced from corn giving farmers jobs--ethanol also known as ethyl alcohol is the type of alcohol found in beer, wine, and other alcoholic beverages. Methanol, also known as methyl alcohol or wood alcohol, has also been considered for fueling automobiles. It is poisonous and can cause blindness.) and burns cleaner. If buses could operate on ethanol, they would be more environmentally sound than LRT.

0.5. "and is quieter than buses."
The LRT trains I observed in San Jose were very quiet when one was outside them. However, the one I rode in was not quiet inside, due to the noisy ventilation system. If the LRT cars had had operable windows, the fans wouldn't have to run continuously and they probably would have been quiet.
The older Flxible and General Motors buses have less engine noise inside than the newer buses,

particularly the MAN buses. Writing an interior maximum noise specification for buses before accepting bids would result in quieter buses.

Chapter 1 Introduction and Background

1.1 p. 3 "LRT vehicles are attractive"
The interior of the LRT train in San Jose was much more attractive than the interiors of the San Jose buses. However, this is not an inherent distinction. The types of colors and materials used in the LRT car could have been used in a bus. In the Twin Cities, bus exteriors have been periodically decorated to be highly attractive. Similar efforts could be made towards interiors.

How Will LRT Benefit Ramsey County?
p. 5
1.2 "LRT can be environmentally beneficial. Unlike buses, which are diesel powered, LRT is electrically powered."
See comment 0.4. Electrical power plants produce pollution. The pollution savings of using LRT or buses is in having fewer cars on the road, not eliminating pollution produced by transit.

1.3 "LRT vehicles carry far more pasengers than buses using a single operator. Therefore it fan be operated more efficiently than buses and will reduce long-term operating costs."
See comment 0.3. The carrying capacity of LRT is cited repeatedly as one its major benefits. It is also one of its major drawbacks unless ridership is high enough to discourage lessening frequency of service in order to fill LRT cars to capacity. The longer cars running through downtown areas will block intersections for a longer time than shorter buses.

p. 6
1.4 "Express buses in exclusive lanes (busways) do not offer the capacity advantage of LRT nor do they reduce the need for one operator per bus."
Busways would have enough capacity to take care of the needs of the Twin Cities for many years. The downtowns of St. Paul and Minneapolis are linked at present by the 16A bus on University Avenue carrying 22,000 passengers a day and the 94B and 94D buses on I-94 carring 12,000 passengers a day, a total of 34,000 for the Midway corridor. This carrying capacity could be doubled or tripled if needed, providing more convenient service through more frequent service. The ridership on LRT in individual corridors "is anticipated to range from 9,000 to 47,000 passengers per day" (p. x) which could easily be accommodated by buses offering far more frequent service than LRT. According to information presented at the LRT public forum on October 3, 1989, the bus has a capacity of 90 and three LRT cars linked together have a capacity of 500. This translates into service that is one-fifth as frequent as would be offered by bus.
1.5 One operator per bus offers advantages of safety to the passenger--the crimes on New York subways are renowned. In addition there is monitoring of fare payment. In San Jose, California no one checked the proof of fare payment, passengers boarded on an honor system.

1.6 "Electrical trolleys are relatively inexpensively to operate, but they do not offer the speed, capacity and safety advantages of LRT."
The question was asked at a public forum at Harding High School why the LRT right of ways couldn't use electric buses until the time came when the capacity for larger cars was needed. The answer given was that electric buses don't have enough capacity. This explanation is not supported by projected ridership figures for LRT. See comment 1.4.

Why is Ramsey County Doing a Comprehensive LRT Plan?
1.7 "The Midway Corridor between the two downtowns has been identified in previous studies as having the highest potential for LRT in the Metro Area."
The Midway corridor is an example of a bus success story. Service is frequent, relative to other routes. The 16A is self supporting as far as operating costs. In other words, it is an operation to study, improve, and emulate rather than dismantle.

Chapter 6 Evaluation of Regional Corridors

p. 63 2010 LRT Ridership Forecasts
1.8 Taking the projected daily passenger figures and dividing them by 1,000 (dividing them in half to get number of round trips, then dividing by 500, which is the capacity of a 3 car LRT train) one can get

an estimate of round trips made daily by the LRT train:

Corridor	Daily Passengers 1988	Daily Passengers 2010	# of LRT Round Trips	# of Current Bus Round Trips
Midway	34,000	33,000-47,000	33-47	185 (110 for 16A, 75 for 94BD)
Northwest	7,160	16,000	16	
South	7,000	15,000	15	
Northeast	9,760	13,000	13	
South-SW	5,430	12,000	12	
East	7,769	9,000	9	
E-W Crosstown	1,390	9,000	9	
Southeast	4,840	8,000	8	

1988 figures are from pages 33-40.
The more frequent service is, the more convenient. You can leave when you're ready, rather than waiting. Missing a bus is not such a disaster if another is soon to follow.

Chapter 6 Evaluation of Regional Corridors

p. 69 Farebox Recovery Rate
6.1 "The Midway and South Corrdiors both have the high projected farebox recovery rates of over 80%." The 16A bus currently has 100% farebox recovery rate.

Chapter 7 Analysis of Downtown Alignments

p. 79 Downtown Stations
7.1 "Assuming a maximum walk distance of three blocks from each station, stations at six locations would be sufficient to provide full coverage to the core area of downtown as well as to the State Capitol Complex, the Civic Center are, Lowertown area and Kellogg Boulevard."
The calculations are based on a walk RADIUS of 1,000 feet. Unfortunately, someone walking cannot go to a station along a radius, or as the crow flies. By looking at the map on page 78, one can see the the maximum walk will not be three blocks from the areas covered by the three circles, but five blocks. Someone wanting to go back to Minneapolis from the Ordway Theatre would have to walk 7 1/2 blocks to catch the LRT train at Minnesota and 7th. Currently that person would have to walk 5 1/3 to catch the 94B at 5th and Minnesota or 1 block to catch the 16A at Market and 5th. The 16A connects with the 94B so that person could take the 16A and transfer to the 94B.

Estimated Operating Costs
7.2 p. 92 "These costs do not include feeder bus cost."
What will the feeder bus cost be? How does total LRT operating costs (LRT AND feeder buses) compare with a bus system.

Chapter 10 System Standards

p. 106 Vehicles
10.1 "Maximum service speed: 55 miles per hour"
This is identical to the service speed of the bus. In addition, since the cornering speeds of 8-10 mph are also the same, the bus can take corners faster since it is shorter.

10.2 "Seated capacity: 64 to 72 "Seated and standing capacity: 144 to 162"
This is a ratio of 4:5 seated to standing. In other words the potential percentage of standing passengers is much greater than that of the buses. This is not mentioned in talking about greater comfort.
"Maximum vehicles per train: 3" In other words, if filled to capacity, an LRT train would have 486 passengers, or which 216 would be sitting and 270 would be standing. On a bus the ratio of seated to standing passengers is something like 2:1, when the vehicle is packed. On LRT it would be 1:1.25.

Train Frequency
p.107-108
10.2
Weekday peak periods: 6:30-9:00 a.m. and 3:30-6:30 p.m.

Initial year frequency: 15 minutes
Design year (2010) frequency: 10 minutes

Weekday midday periods: 9:00 a.m. to 3:30 p.m.
Initial year frequency: 15 minutes
Design year (2010) frequency: 15 minutes

Evening period: 6:00-10:00 p.m.
Initial year frequency: 45 minutes
Design year (2010) frequency: 30 minutes

Late evening period: 10:00 p.m. to 1:00 a.m.
Initial year frequency: N/A
Design year (2010) frequency: 60 minutes

This is a drastic curtailment of service compared to existing service in the Midway corridor:

Existing:
Peak 16A 6-8 min morning 6-11 evening
94BD 2-20 min morning 2-10 evening
Midday: 16A 10 min. 94B 20 min.
Evening: 16A 20 min. 94B 25-40
Latevening: 16A 30 min. 94B N/A

Additional comments:

Benefits of LRT not specifically mentioned in the draft plan which have been previously cited for LRT include faster boarding of passengers and attracting more upscale passengers who won't ride buses. The faster boarding due to larger doors is offset by the greater number of passengers boarding. A more effective way to attract upscale passengers would be to create express buses for them with luxurious interiors and higher fares. Local buses could be used by the masses with lower more affordable fares and vandal-resistant interiors.

Summary:

The traditional arguments for LRT are not supported by existing evidence, at least as currently conceived.
A more comfortable ride is questionable from the greater percentage of standees planned for.
Better service is questionable from the planned frequency reductions. I was told by the woman in the transit information outlet that the LRT train running through San Jose was running more often than the bus it replaced.
Economic justifcations are questionable, from figures given which do not include feeder bus costs.
A faster ride is questionable. The 94BD buses have a shorter riding than the planned Midway corridor limited stop service PLUS they involve shorter walking times and shorter waiting times, resulting in faster travel time as well as faster riding time.
Bus only lanes are economically feasible as evidenced by the planned transitway between the St. Paul and Minneapolis campus of the Univeristy of Minnesota shown in maps at the the public forums but not mentioned unless someone asks.
If the aim of LRT is to give the Twin Cities the image of an up to date city, it may serve the function well. If the aim to to truly improve transit in a cost effective manner, as presently planned--it will not.

Sincerely,

Lisa Lee

Lisa Lee

LHL:lh1

Sep 27 89

Hello Ms De Spiegelaere,

I stayed 5 minutes after the hearing on the 26th and you must have gotten busy.

My concern on LRT is the underground aspect. Tunnels. I've been against them from the start, even though someone said they are necessary so LRT can travel faster without going through traffic.

I don't believe speed should be a big concern. Less congestion + pollution are the big issues. Putting the LRT in tunnels is a waste of $. We could build the lines twice the length by building everything above ground. Below grade level is fine though - maybe necessary downtown.

And 30 years for all the LRT lines to be finished is way too long. All 6 LRT lines should be finished by 1999. The planet is in trouble and cannot wait.

Brian Taylor

1631 Charles Av #20
ST PAUL 55104

To Ramsey County Regional Rail Authority,

We were unable to attend the final hearing due to its time. Therefore we are submitting this letter and hope that you will consider our point of view. We have been actively involved in the Light Rail decision process since it first started. We have attended many neighborhood meetings, forums, hearings etc, and feel that our viewpoint is being ignored.

First, let me say that we will be greatly affected by this decision as the Burlington Northern property is approximately 20 ft. from our Living Room and Bedroom windows. When we considered purchasing our home we asked how many trains went by and if there would be any passenger trains as we didn't want lots of people looking into our home. We were told 3-4 slow trains per day and no passenger trains. Years later when the line was being used by more trains we tried to sell our home on 3 occasions. People liked the description, made appointments to view the house but

wouldn't even come in once they realized there was a rail in the backyard.

We have put alot into our home, inside as well as planting trees and doing landscaping etc. We feel very threatened by this whole situation. We feel the value of our home will go down due to the loss of tranquility due to the general irritation of having trains go by in such close proximity every 15 minutes and a lack of privacy both in our home and our yard.

Light rail transit will not enhance our area, it will detract. People who live here now have taken pride in a TOTAL area - Lake Phalen up to Prosperity Avenue. This area offers all types of lake recreation and special events at the lake, recreation centers at the schools, organized youth sports, playgrounds, parks, churches and the many activities held at their facilities. To put light rail

in would divide this area in half. Children could no longer freely and safely go from one part of the area to another. It would become undesirable. People who have enjoyed tranquility, freedom, safety and the parklike setting of this area, and who have the money to keep improving the area will leave and move to another area that has all this to offer.

We feel people will not be as committed to improving their own property and, due to lowering of neighborhood quality, will move.

There already is a lot of rental property here. It is desirable rental property due to the neighborhood. This property has been well maintained. However, with light rail running behind it it will become more difficult to rent and this area will experience an increase in transient renters.

Next - the monetary angle. We will be paying for something that we will not use. We would still have to use our car

to go to a loading area. However we are so close to downtown we would drive there if we ever had to go there. Otherwise light rail doesn't go anywhere we need to go - we go in other directions. Light rail is being built for use by people in other communities. These communities are developing their own malls, theaters, restaurants and businesses so that their need for light rail is questionable. If there is such a need why aren't they planning for it and offering to pay for it? We have paid for the freeways already. We are also paying for MTC. Why can't bus service be used more efficiently?

To light rail representatives and our city fathers we ask - why are you so willing to downgrade one of St. Paul's most beautiful and desirable areas? It is an area of solid middle income St. Paulites. An area we have seen improved in our 12 years here, not only in property improvement but also in quality of life. We also have a low crime rate.

Why not further increase the value of this area by allowing the Burlington Northern line to become a hiking or biking trail? Not just a path that goes around a lake - but a real travelling path for people who want to spend a whole day or weekend of recreational hiking or biking. This is something needed by many in St Paul who don't have other opportunities for recreation available to them. It would not only add to our area but all the other neighborhoods along this B.N. line.

If light rail is so necessary, why not use one of the alternate routes? Some are already government owned and private property values, peoples lives and neighborhoods would not suffer.

In closing we would like to say this. During this whole process we have asked many questions. We have received ambiguous answers and even mild threats. (even not so mild) We have worked very hard on our home - and it is our "home". It's where we go at the

end of our day to rest, be together as a family, get away, entertain, care for each other, etc. Please - don't take that lightly.

Even if light rail is planned for 20-30 years down the line the damage to our property value is with us now. (We know this from experience as we stated previously.) Nobody will buy our property. We wouldn't want to live here on those conditions. We couldn't get anything out of further improvements if we made any. If you insist on putting light rail down the BN line in our backyard (it was laughingly suggested we get awnings - ~~Ha Ha~~) then buy our house. You've ruined us and all we've worked so hard to accomplish.

You do have alternatives.

We thank you in advance for your consideration

Sincerely,

Mr and Mrs William Freeman
1550 English St
St Paul Mn 55106

cc: Gov Perpich
cc: Mayor Latimer
cc: Mr. Goswick.

1019 Burns Avenue
Saint Paul, MN 55106
October 12, 1989

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

Dear RCRRA:

The draft proposal for Light Rail Transit for Ramsey County seems to have been developed with little regard for, and a very low level of, neighborhood input. At the meeting at Merriam Park on Septebmer 21st we were told that this wasn't the right time for neighborhood input; that time would come in later planning stages. I disagree with this assessment.

In the "Goals for Light Rail Transit" the only context in which neighborhoods are mentioned is in reducing the impacts of Light Rail Transit. These impacts are obviously all presumed by the authors to be negative. Apparently this is why neighborhood input has been so minimal in the development of the draft proposal. I think this is a major mistake and that if the system is developed following plans that grow directly out of the current draft proposal that the system will be seriously flawed.

The need for a light rail transit system has been brought about by the exodus to rural and suburban areas caused, at least in part, by the erosion of quality of life in our urban communities. If that system is allowed to erode our quality of life even further, it will, simply as a result of flawed design, result in a need to expand the system once built.

I think a more productive approach would be to use the current need for something like a light rail transit system and to work with the neighborhoods at the very earliest planning stages to find out how the system might be developed to help heal and repair the urban areas. Instead of assuming that neighborhoods can only help when it comes to defending themselves against negative impacts, perhaps they have ideas that will help create a system that will reduce the future need for expansion of the system itself. I believe that the County has missed an opportunity to address this larger problem in a truly creative way.

I believe neighborhoods should even be participating in the decisions about where the routes ought to go, a step that seems to be generally decided in the current proposal. I believe even these very general decisions are premature because they have been made with so little neighborhood input. The questions are not simply ones of getting people between centers of working- and living- population density.

For example, how do I think the development of a light rail system might benefit me and my community? I live in Mounds Park, a couple of miles from downtown St. Paul, and near both the proposed eastern and northeastern corridors. I work both at home and at my company's main office in St. Louis Park. I rely, by choice, primarily on public transportation.

Mounds Park is a very self-contained, but almost exclusively residential, area of Dayton's Bluff. We are currently isolated by major highways and the edge of the bluff from areas that serve our other needs (shopping, libraries, post office, etc.). We are close enough that many of us would prefer to walk to those places, but potential pedestrian routes are circuitous, unpleasant, or dangerous. Could the routes to be followed by the light rail system be placed so that pedestrian pathways could be improved at the same time?

I think the locations of stations should be determined in large part by neighborhood concerns about development in their area. The stations should be designed in such a way that they would help to heal fragmented and deteriorated areas. Safety at stations ties into development of the stations and the areas around the stations. Planning of the sites of stations is as important as the placement of the lines. A community's perception about where stations ought to go might, in fact, determine where the line needed to go, rather than the other way around. Consider, for example, the Cicero station on the Chicago "L". It is desolate and dangerous. How much safer would it be if it were integrated with development in a "living" community, with shops, cafes, newstands, etc. used by riders and other members of the community?

You may not agree with these specific ideas, but don't let that distract you from my major point: By using neighborhood input at the very earliest planning stages, Ramsey County could have used the development of its Light Rail Transit System to address a current transportation need, and, more importantly, to remedy some problems that led to the need in the first place. Rather than seeking not to exacerbate those problems (by reducing negative impact), Ramsey County could seek to help remedy the problems (by taking a more positive approach).

I don't believe it is too late to benefit from that kind of neighborhood input.

Sincerely,

Ann E. Pace
Daytime phone: 776-2246

cc. Tom Dimond
Steve Trimble
Dayton's Bluff District Council

EASTSIDE SOCCER CLUB
1349 Fairmount Avenue
St. Paul, MN 55105

October 11, 1989

Commissioner Hal Norgard, Chairman
Ramsey County Board of Commissioners
316 Courthouse
St. Paul, MN 55102

Dear Commissioner Norgard:

We support the public acquisition of the abandoned Burlington Northern right-of-way that extends from St. Paul to White Bear Lake.

Our support is based on the hope that a by-product of this acquisition would be the addition of some property to the Duluth and Case Playground, and that this addition would result in the development of soccer fields there.

There are NO publicly-owned soccer facilities in the City of St. Paul. With hundreds of youth and adults playing this growing sport, we believe the city needs a dedicated soccer facility.

Sincerely,

Neill T. Carter
President

/pc

cc: Greg Mack
Kathy DeSpiegelaerf, Regional Rail Director

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

Name Lisa Lee
Address 181 Sherburne Ave. #
St. Paul MN 55103-2038

Check One
- ☐ Elected Official
- ☐ Public Agency Representative
- ☐ Group Representative
- ☑ Private Citizen

Position, Agency or Group

Statement
I am greatly concerned about ~~service~~ potential declines in service if ~~of~~ #1 Stinger bus service is re configured with feeder routes for LRT rather than returned and adjusted only through ridership demand as is done with highway construction and not arbitrarily cut to "subsidize" LRT ridership. For example if someone going up Rice Street on a #12 bus would have to take a feeder bus to 35E LRT & then back to Rice St. On a feeder their trip would actually be lengthened. If they walk ~~East~~ to & from 35E, it will be

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

Name Mary Byrne
Address 2039 Robyn Avenue
St Paul MN 55104

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

Position, Agency or Group

Statement I strongly support the development of a mass transit rail system in the Twin Cities metro area.

I think it's important to begin now a public education program encouraging people to think about how they use their cars and to consider alternatives (bus, moped, bicycle). This program could escalate in intensity over the coming years as a LRT system is begun.

I also urge the RCRA to consider building the downtown St. Paul portion of the LRT system underground. I realize this would be tremendously expensive and disruptive while being built, but there are many reasons to do this: it would open up a new level for commercial and business development in coming decades (while keeping the downtown area compact); it would eliminate the traffic flow problems on downtown streets as cars negotiate for space with the trains. Finally, it's something 50 years from now we'll wish we'd done (for reasons we may can't foresee today)—back when it was "cheap."

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

Name JAMES DeBENEDET

Address 808 MILLWOOD AVE
ROSEVILLE, MN 55113

Check One
- ☐ Elected Official
- ☐ Public Agency Representative
- ☐ Group Representative
- ☑ Private Citizen

Position, Agency or Group

Statement I BELIEVE THAT LRT IS A MUST FOR THE FUTURE; PLANNING MUST BE DONE SOON.

FINANCING MUST REST ON USERS AND BENEFITING PROPERTIES, ALSO ON HIGHWAY USER FEES.

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

Name FRED C. McCORMICK

Address 1773 SKILLMAN WEST
ROSEVILLE, MN 55113

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

Position, Agency or Group
PRESIDENT, ROSEVILLE CITIZENS COUNCIL FOR FAIR AND OPEN GOVERNMENT

Statement (612) 633-1103

Thank you for sending a copy of:

Draft Comprehensive Light Rail Transit Plan for Ramsey County, DRAFT

We will use this document for study, review and comment purposes. Thank you.

Also, if possible, please send copy(ies) of Hennepin County, Minneapolis LRT Planning Documents. Thank you, again

Sent Comp. Plan + Brochure by RRA info to Richard

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

Name Glen Olson

Address 2005 E Co Rd C
Maplewood MN 55109

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

Position, Agency or Group

Statement While this meeting had rather an antagonistic atmosphere I-assured there are citizens very much in favor of action being taken to reduce pollution, consumption of resources and improve the quality of life now & in the future.

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

Name Hon Bill Dieser

Address 323 St Cap Bldg
St Paul, MN 55155

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

Position, Agency or Group
Senator Dist 56

Statement The growth in Washington County is south of 1-94 so I'm very concerned a spur follow "494" This area from 80-87 grew 1/3, will by 1/2 by next census.

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

Name Linda Boand
Address 715 Margaret St #2
St Paul MN 55106

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

Position, Agency or Group

Statement

I would like to see the Burlington Northern Corridor left as it is, or used strictly as a recreational trail. It is a beautiful place, available to city dwellers. A place where one can find peace, quiet, company or fun. In the city, forms of transportation are everywhere. A place like this is not.

Thank you

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(CARD 2)

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

Name VALERIE A. LISTEN
Address 2198 ELEANOR AVENUE
SAINT PAUL, MINNESOTA - 55116

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

Position, Agency or Group

Statement The ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)

The EIS should have been completed before further planning was done.

QUESTIONS

(1) How many migrants will be required each day?

(2) If MSP is the passenger will have necessitate another costly modernization facility - (and of course, the MSP rate payer will pay for this, even if one does not ride the LRT - so that's a subsidy)

(3) How much increased volume of CO, HC, energy and noise pollution will be added to the environment? (this still does nothing to reduce the number of cars being used to go to sites of centers - there is no abatement of emission or metal pollution

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(CARD 2)

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

Name VALERIE A. LISTEN
Address 2198 ELEANOR AVENUE
SAINT PAUL, MINNESOTA 55116

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

Position, Agency or Group

Statement QUESTIONS - SAFETY ISSUES -

(1) - rate of speed decrease / distance in braking - relation to weather conditions (ie temperature, snow, etc.)

(2) energy consumption & relative stopping & typical braking system

QUESTIONS - "to increase efficiency and safe demand for LRT (or even MTL use) they must provide grade - free with safe - stops (which are considered ideal, do exist - and to upset the ATTRACTIVE OIL - industry street cannot - start to stop as result of study - area by "schools" like Minnesota may come to be used to transport - residents and keep people to road speed stations thereby increasing -

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(CARD 3)

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

Name V.A. LISTEN —
Address 2198 ELEANOR AVENUE
SAINT PAUL, MINNESOTA - 55116

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

Position, Agency or Group

Statement

QUESTION 6 - 400 - 700+ million dollars - WOW!!
- what estimation warrant was made to this?
who is making the 'rake off' - because with a guesstimate "foreign factor" of 300 million - could inevitable cost overruns can't be ignored - Considering from our recent inflation - we are talking about a figure close to

$1,000,000,000 - — !!

And with the past history of forgets on the part of local transportation investigations - KIDGANN - TOWEY - 1925 scandal - (late-ones) someone is having pockets somewhere!

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(AH) - 4

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

Name V. A. LISTON

Address 2193 ELEANOR AVENUE - SAINT PAUL, MINNESOTA - 55116

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

Position, Agency or Group

Statement

QUESTION 7 -
GIVEN the horrendous amount for a transport alternative which does not appear to increase or even to cover its costs for access - & likely does not exceed planned for many type - electrical (4 mine hrs/1 hr) why was the electorate denied the opportunity to vote on type of sizable tax bill would be embarked - 2) WHY WERE THE TAX PAYERS LEFT OUT OF THE ISSUE.!

COMMENT 7A - put the money into improved 494 with more buses & ramps/park-n-ride/neighborhood mini-buses & ramps/park-n-ride/neighborhood van pools/taxi service, and ridership earned in-kind.

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(AH) - 5

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

Name VALERIE A. LISTON

Address 2193 ELEANOR AVENUE SAINT PAUL, MINNESOTA 55116

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

Position, Agency or Group

Statement

QUESTION 8 - WHY - OH WHY

HAVE WE STATE & FEDERAL ELECTORAL TIMES PAST PAST - & MUST, THERE BE FOUR MORE YEARS OF BOTH AGENCIES AT EXCESSIVE COSTS - (AS YET NOT INCLUDED IN CAP-PLANS) AND SEE ONLY A 4% INCREASE IN MASS TRANSIT USE - (4% OF 2.000.000 PEOPLE = ONLY 80,000 PEOPLE)

THIS PROGRAM IS UNTENABLE UNLESS THERE IS A 20%+ SHIFT FROM PRIVATE VEHICLE USE TO MASS TRANSIT

ANY BUSINESS LOBBY AT THAT SMALL AN INCREASE WOULD BE NOT A BUSINESS POINT!

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(AH)(6)

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

Name V. A LISTON

Address 2193 ELEANOR

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

Position, Agency or Group !!

Statement

KEY - YOU'RE THE WRONG END OF THE MULE - -

that is needed as public education to want the system or to be faced with 600 year of dense population pressures as was Europe so the social psychological set would be more transit type rather than small private vehicles by one person

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

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

My word, to make back costs before a profit can be seen - let alone "pay" for environmental impact - for energy production will take 20+ years - and that does not even consider inflation, replacement and maintenance - THIS BABY IS A DOUBLE-LOSER

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY
MEETING AND WORK SESSION
OCTOBER 30, 1989
10:00 AM - 1:00 P.M.
ST. PAUL HOTEL 350 MARKET STREET
HILL ROOM-MAIN FLOOR

AGENDA

10:00 - 10:30 Regional Railroad Authority Meeting - Federal Funding Issue

WORK SESSION

10:30 Chairman's Comments - Commissioner John Finley

10:35 Format and Schedule - Jim Tolaas

COMPREHENSIVE PLAN - REVIEW OF COMMENTS

10:40 Review/Schedule
Jill Goski
Ferrol Robinson
Kathy DeSpiegelaere

10:55 Recommendations on how to revise plan
Kathy DeSpiegelaere
Ferrol Robinson

Additional suggestions Commissioners have received on plan

Discussion

REGIONAL LRT DEVELOPMENT AND FINANCIAL PLAN/COORDINATION PLAN

11:25 Summary of what needs to be done - Kathy DeSpiegelaere

11:30 Summary of technical analysis - Peter Fausch

11:35 Issues facing Joint LRT Advisory Committee/ RTB

Discussion

PRELIMINARY ENGINEERING/ALIGNMENT STUDIES

12:00 Progress on Midway Corridor - Jim Tolaas

12:05 Additional steps on other corridors - Jill Goski

12:10 Consideration of type of service - Kathy DeSpiegelaere

12:15 Recommendations - Kathy DeSpiegelaere

Discussion

12:30 Concluding comments - Chairman John Finley

Lunch

TABLE OF CONTENTS

	Page
Comprehensive LRT Plan	
- Summary of comments	1
- Recommendations	5
Regional LRT Plans	
- Summary of what needs to be completed	13
Preliminary Engineering/Alignment Studies	
- Progress on Midway Corridor	14
- Additional steps	15
- Consideration of type of service	17
- Recommendations	20
Public Record of Comments	
- Comprehensive LRT Plan	

SUMMARY OF WRITTEN COMMENTS
COMPREHENSIVE LRT PLAN

The comments received on the Comprehensive LRT Plan for Ramsey County are incorporated as they were submitted in a public record. It is a difficult task to summarize the comments because the details they contain are important. Yet in order to make decisions on some of the broader aspects of the Comprehensive Plan so that it can be revised, a distillation and categorization of those comments is required. A review of the complete public record is encouraged so that details will be reviewed.

Written comments were received from individuals and organizations. Questions/comments from the eight public forums and the public hearing are contained in the public record.

The major areas addressed in written comments are:

Recommendation to construct LRT in six corridors in 20 years

- o Do it sooner - Brian Taylor
- o Support - St. Paul Area Chamber of Commerce
- o Prioritize them - Metropolitan Council
- o Should be a referendum - Valerie Liston
- o Premature to conclude that - Citizens Advisory Committee
- o Need not prioritize further - St. Paul Area Chamber of Commerce
- o Construct on basis of coordination with other counties and as development occurs - Richard Kramer

Downtown St. Paul

- o Prefer St. Peter/Cedar - St. Paul Convention Bureau
- o Opposed to tunnel - Brian Taylor
- o Favor tunnel - Mary Byrne

South Corridor

- o Ridership estimates should be higher - Dakota County

South/Southwest Corridor

- o Consider different options - Dakota County

Northwest Corridor

- o Interested in it - Falcon Heights
- o Specifics related to U of M - University of Minnesota

- o Extremely interested - Minnesota State Fair
- o Should follow Snelling, not I-35W alignment - St. Paul Convention Bureau

Midway Corridor

- o No to University Avenue alignment - Midway Chevrolet
- o Consider LRT on U of M transitway - MTC

Southeast Corridor

- o Consider growth in Washington County - Senator Bill Diessner

East/West Crosstown Corridor

- o Should accommodate trips with no transfer from Oakdale/Stillwater to downtown St. Paul - Washington County

East Corridor

- o Prefer alignment on I-94 to Minnehaha Avenue - Washington County

Northeast Corridor

- o Recommendation for RCRRA to acquire BN right of way is consistent with Metropolitan Council action - Metropolitan Council
- o Consider swap of Northeast BN with Willard Munger/Soo Line - Metropolitan Council
- o Consider other alignments in addition to BN in Northeast Corridor - TAB LRT Committee
- o Traffic generators listed are questionable - TAB LRT Committee
- o Support RCRRA acquisition of BN - St. Paul
- o Initiate alignment studies soon - City of St. Paul and Citizens Advisory Committee
- o Prefer BN to T.H. 61 alignment for LRT - Washington County
- o BN should be acquired by Metropolitan Council, not RCRRA - Paul Gilliland
- o Prefer Willard Munger/Soo Line to BN alignment for LRT - Paul Gilliland, Richard Kramer
- o Acquisition of BN shouldn't be with property tax funds - St. Paul Councilmember Tom Dimond
- o High priority for LRT is not justified - Richard Kramer
- o Overlaps East Corridor leaving downtown - Councilmember Tom Dimond

- o Why acquire BN when no specific alignment has been selected yet - Councilmember Tom Dimond
- o St. Paul has already committed $.5 million to trail - Councilmember Tom Dimond
- o BN should be a trail, not LRT - Councilmember Tom Dimond
- o St. Paul is the proper body to implement use of BN right of way - Councilmember Tom Dimond
- o Opposed to LRT on BN - Mr. and Mrs. William Freeman
- o Opposed to LRT on BN - Linda Boand
- o Support acquisition and LRT use of BN - St. Paul Area Chamber of Commerce
- o Support public acquisition - Eastside Soccer Club

Costs

- o Include vehicles in cost estimates - Metropolitan Council
- o Include all costs (right of way, maintenance facilities) - St. Paul, Richard Kramer

Funding

- o Commit to local funding - Metropolitan Council
- o Consider joint development - Metropolitan Council
- o Relate funding scenarios to capital costs - St. Paul
- o Don't reduce funds for cities/counties feeding LRT by auto or bus. Link funds to services provided - Washington County
- o Finance by users, benefiting properties, highway user fees - James DeBenedet
- o Suggest sales tax, motor vehicle excise, or gas tax - St. Paul Area Chamber of Commerce
- o Not in favor of property, income, payroll, or hotel tax - St. Paul Area Chamber of Commerce
- o Be specific about what RCRRA will commit to planning, construction - Richard Kramer

Cost Concerns

- o Bruce Davis, Valerie Liston, Lisa Lee, Mr. and Mrs. Freeman

Ridership

- o Assess - Metropolitan Council

- o Projections for Midway Corridor too high - MTC
- o Re-examine - Richard Kramer

Maintenance Facility

- o Capacity of facility proposed by Hennepin County may be insufficient to serve needs - MTC

High Platforms

- o Opposed - Paul Gilliland

Growth

- o Commend RCRRA for recognizing variability - Washington County

Neighborhood Impacts

- o Consider them - Metropolitan Council
- o Plan doesn't recognize impact of operating LRT in neighborhoods - Paul Gilliland
- o Take a positive approach to neighborhood impacts of LRT. Use it to benefit neighborhoods - Ann Pace

Public education needed to foster transit use

Valerie Liston, Mary Byrne

Public Participation

- o Should not be construed as broad support for LRT - Paul Gilliland
- o Citizen committees and task forces weren't broadly representative - Paul Gilliland
- o Commend RCRRA for thorough process - Metropolitan Council

Coordination

- o Encouraged - Metropolitan Council
- o Adopt guidelines and methodology for how St. Paul and others will be involved in LRT planning and decisions - St. Paul
- o Continue - U of M, CAAPB, Minnesota State Fair

Bus service

- o Pressure MTC to upgrade - Richard Kramer

Right of Way

- o Discuss possible disposition of right of way - Richard Kramer

Recommendations On How To Revise Comprehensive LRT Plan

1. Schedule

   Consider if adoption of this plan should be delayed until Washington and Dakota Counties complete their plans. Consider if this plan should be revised to reflect regional LRT plans.

2. South and South/Southwest corridors

   Options:

   A. Leave separate in Comprehensive LRT Plan.

   B. Delete South/Southwest, combine into South.

   Recommendation: Option B

3. Prioritization of LRT corridors

   Options:

   A. Leave as is in Comprehensive LRT Plan; Midway first; Northwest, Northeast, East, South, South/Southwest second; East/West Crosstown, Southeast, Southwest beyond 20-year schedule.

   B. Midway first; Northwest, Northeast, South in 20 years, remainder beyond.

   C. Other

   Recommendation: Option B

4. Costs/Ridership

   Recommendation: Revise to reflect more current information.

5. Funding

   Option:

   Consider if RCRRA wants to take a position on preferred funding sources based on more current information.

OVERALL LRT PLAN RECOMMENDATIONS

Following review and comment by the Intergovernmental Committee, the Technical Committee, the Citizens Advisory Committee and the Northeast Corridor Task Force, the Ramsey County Regional Railroad Authority made the following recommendations for LRT planning in Ramsey County.

1. LRT should be constructed in the Midway, Northwest, Northeast, East, South and South-Southwest Corridors in the next 20 years.

2. The Midway Corridor should be the first priority for construction of light rail transit.

3. A determination should be made about the timing for constructing LRT in the remaining five corridors depending upon the availability of funding, right-of-way opportunities and Ramsey County Regional Railroad Authority's goals.

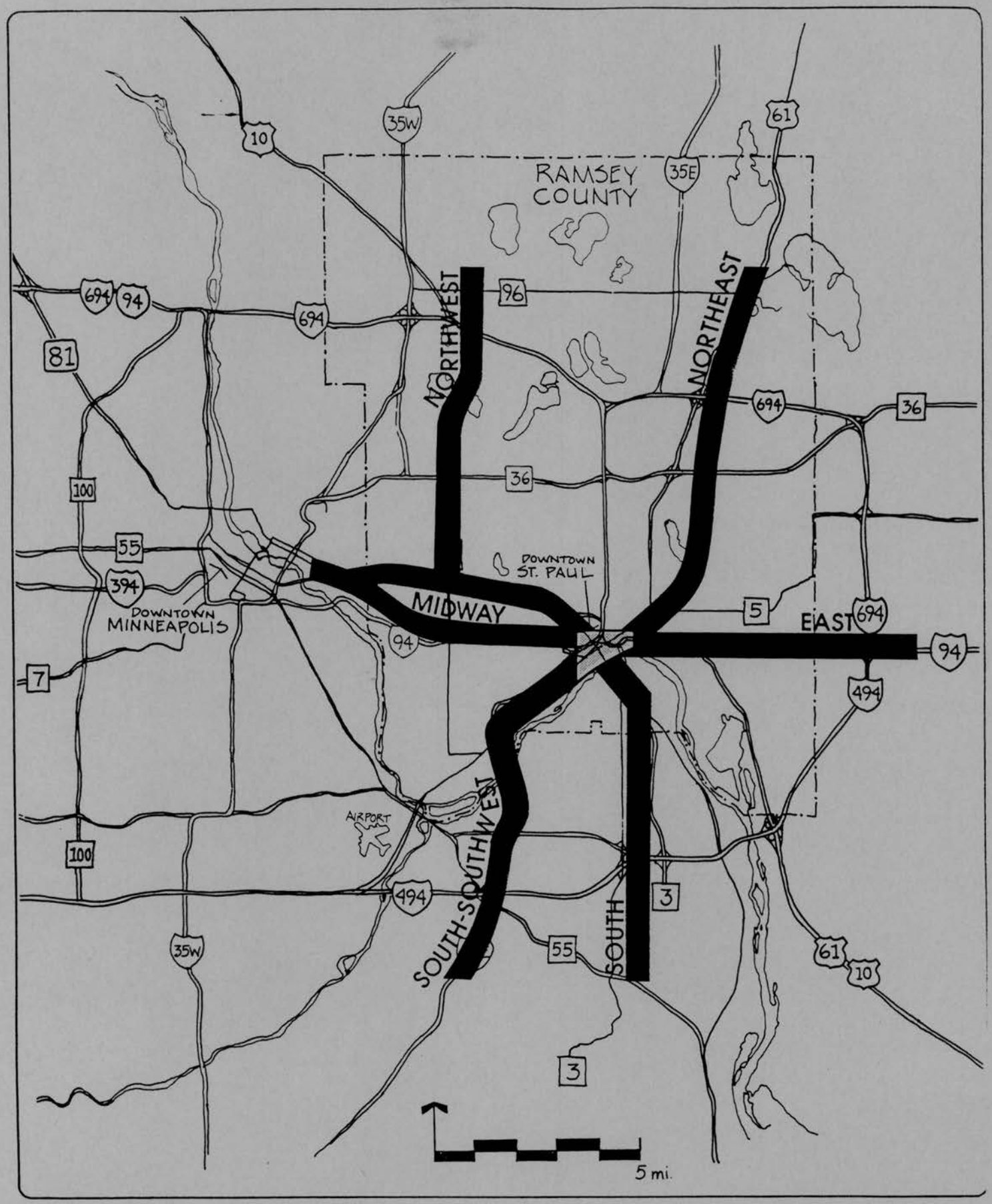
4. Ramsey County Regional Railroad Authority should monitor opportunities for transportation improvements within the six potential LRT corridors and conduct studies as necessary to provide details about integration of LRT with those proposed improvements and determine an appropriate level of cost participation and need for acquisition of right-of-way for those improvements.

5. LRT potential and right-of-way opportunities should be monitored for the Southwest, Southeast and East-West Crosstown Corridors.

6. Ramsey County Regional Railroad Authority should take immediate steps to acquire the Burlington Northern right-of-way in the Northeast Corridor because of the feasibility for light rail transit and the availability of right-of-way in this area. Ramsey County Regional Railroad Authority should conduct preliminary engineering studies on the Northeast Corridor within the next five years including, but not limited to, the issue of potential for joint use.

RECOMMENDED REGIONAL LRT CORRIDORS

The recommended plan for light rail transit in Ramsey County is shown in Figure 25. All Level 1 corridors analyzed during plan preparation (see Chapter 4) are recommended for LRT. These corridors are: Midway, Northwest, Northeast,



Ramsey County Regional Railroad Authority

SRF

RAMSEY COUNTY COMPREHENSIVE LRT PLAN

PROPOSED PHASE I CORRIDORS

PROJECTED LRT RIDERSHIP IN 2010

Corridor	Draft Plan Passengers Per Day	Proposed Revision Passengers Per Day
Midway	33,000 - 47,000	33,000 - 47,000
Northwest	16,000	14,000 - 16,000
Northeast	13,000	11,000 - 13,000
East	9,000	8,000 - 9,000
South	15,000	16,000 - 18,000
South/Southwest	12,000	11,000 - 12,000

TABLE 3
PRELIMINARY COSTS OF POTENTIAL LRT CORRIDORS (a)

Corridor	Miles	Estimated Capital Costs (Millions)	Vehicles	Capital Cost Including Vehicles
Midway (b)	6.1-6.4	$ 63 - 93	26 - 33	$102 - 143
Northwest	7.7-9.5	120 - 154	10 - 12	135 - 172
Northeast	10.9-11.3	92 - 146	10	107 - 161
East (c)	7.8-8.8	123 - 125	8 - 10	135 - 140
South (d)	8.0-8.5	133 - 151	8 - 10	145 - 166
South- (e) Southwest	12.8	177 - 179	10	192 - 194
Downtown & Connectors	3.4	48	-	48

(a) Does not include right-of-way or maintenance facilities costs.

(b) Oak Street to edge of Downtown St. Paul. Source: "Light Rail Transit Planning Analysis for the Midway Corridor." 1.0 - 1.5 miles of the alignment is in HENNEPIN COUNTY.

(c) Connects to the Northeast Corridor. Length of corridor east of the Northeast Corridor is 7.3 miles on I-94. 2.6 miles of the alignment is in WASHINGTON COUNTY.

(d) 6.1 - 6.2 miles of the alignment is in DAKOTA COUNTY.

(e) 8.9 miles of the alignment is in DAKOTA COUNTY.

CHAPTER 9

METHODS OF FINANCING

- *Construction of an LRT system in Ramsey County will require funding from new sources of revenue.*
- *Sources of funding other than the property tax should be used to finance LRT.*
- *Without an areawide financing mechanism, inequities will be created in one or more counties.*

The construction of a light rail transit system in Ramsey County will require a large capital investment and funding from new sources of revenue. The State Legislature has designated a limited share of Motor Vehicle Excise Taxes (MVET) for the design and planning of LRT, but neither state nor local revenue sources have been designated to fund LRT construction and operating costs. The purpose of this chapter is to review possible sources of revenue for potential application to light rail transit projects.

POTENTIAL FUNDING SOURCES

The Ramsey County Regional Railroad Authority has adopted goals for financing LRT in Ramsey County, and they include a goal which is related to LRT funding:

> To promote financing, planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact on Ramsey County taxpayers.

To accomplish this goal the Authority proposes to:

- Examine sources of funding as alternatives to the property tax.
- Encourage legislation that would provide flexible, alternative sources of funding to the property tax.

There are at least three factors that argue for a non-county specific funding mechanism:

1. Legislation passed in 1989, which charges the Regional Transit Board and the Metropolitan Council with the responsibility for review and approval of proposed LRT systems, emphasizes a regional approach to system planning and financing.

2. Financing of light rail on a county-specific basis would create tax inequities, particularly for more developed counties such as Ramsey.

3. If construction of a light rail transit system helps reduce or eliminate otherwise needed highway improvements, the entire metropolitan area, and perhaps the state will benefit.

RCRRA has identified six sources of revenue which could serve as alternatives to property tax revenue in funding LRT-related costs. The revenue sources which are listed below, include three general, broad-based taxes and three transportation-related vehicle-user taxes:

- Sales Tax
- Personal Income Tax
- Payroll Tax
- Motor Vehicle Fuel Tax
- Motor Vehicle Registration Fees
- Motor Vehicle Excise Tax

In addition to the above sources of funding, the RCRRA strongly believes that federal and state aid should be considered in order to reduce county or regional funding requirements.

ALTERNATIVE FINANCING OPTIONS

The RCRRA has developed three possible LRT capital cost funding options using the revenue sources identified above. These options, which represent just three of many possible revenue combinations, have been developed to provide a rough estimate of the magnitude of tax and/or fee increases that could be expected if non-property tax revenues were used as the primary source of LRT system funding. Table 7 summarizes the estimated tax rate increases that would be required to finance a $500 million LRT system in

Regional LRT Plans

Recent legislation requires completion of two major LRT studies:

1. Development and financial plan for LRT by January 1, 1990.

2. Coordination plan for LRT by July 1, 1990.

Ramsey County Regional Railroad Authority has two members (Commissioners Ahrens and Hunt) on the Joint LRT Advisory Committee recommending these plans to the Regional Transit Board. Other members include: Hennepin County (3); Anoka County (2); Metropolitan Transit Commission (2); Minnesota Department of Transportation (1); Dakota, Washington, Scott, and Carver Counties (1 each).

Progress on the development and financial plan will be discussed with you at your work session.

Progress on Midway Corridor

Preliminary engineering and an environmental impact statement have been initiated for the Midway Corridor. A decision on alignment for the Midway Corridor is anticipated to be requested of you next fall.

Progress on the study will be reviewed with you at your work session.

The first meeting of the Midway Corridor Task Force will be held on November 1. Additional coordination will occur with agencies, organizations and the public on this project.

ADDITIONAL STEPS ON OTHER CORRIDORS

The purpose of the Comprehensive LRT Plan has been to identify in a conceptual, rather than specific, way an LRT system for Ramsey County that would accomplish the goals established by the Ramsey County Regional Railroad Authority.

As such, no specific location for LRT within each of the six broad corridor areas (nor in the downtown area) is recommended in the Comprehensive LRT Plan. Although recommendations on LRT alignments are not made in the Comprehensive Plan, an evaluation of specific alignments was necessary to adequately address the criteria established for evaluating the broad corridor areas: issues such as impacts on traffic congestion, construction costs, physical constraints, development opportunities, and projected ridership. Analysis of the corridors consisted of identifying potential arterial, freeway or railroad alignments within each corridor and an assessment of physical and operational constraints of the alignment. The most suitable alignments for LRT were then evaluated based on the criteria developed during the committee and community participation process.

The alignment options proposed in each corridor are preliminary. No discussions concerning their availability have been held with the relevant jurisdictions. The committees of the Regional Railroad Authority have not made recommendations on alignments within corridors. Alignment options within each of the corridors will require additional analysis and discussion before formal recommendations on alignments can be made.

A common thread which has been woven throughout the public review period is the question of what the next steps will be after the Comprehensive Plan is completed. Related inquiries include:

> Are the alignments identified in the Comprehensive Plan the only alignments that can be considered from this point on?
>
> What will be the forum in which the public can discuss the specific alignment alternatives?

As the Comprehensive Plan is finalized it is important for the Ramsey County Regional Railroad Authority to discuss these issues, identify options for undertaking preliminary engineering studies, and how to work with neighborhood interests in this process. The Comprehensive Plan has created a vision for LRT and should establish a plan and method for the ongoing LRT planning charge of the RCRRA.

The preliminary engineering and environmental impact study initiated in the Midway Corridor may serve as the model for studies to be undertaken in other corridors. Prioritization of corridors in terms of when to initiate such studies is an important first step. Corridors to consider alignment options at this time are Northwest, South, and Northeast.

Likewise, a plan for community involvement in each of these corridor areas is important. Again, the community participation plan for the Midway Corridor PE/EIS may serve as a pilot. However, the community involvement must be flexible and responsive to different stages of the projects and to the community structure/process in each specific area. There are certain legal requirements for community participation mandated for Environmental Impact Statements which must be followed. In addition, organizations, groups, and individuals affected or invested in the area project will need to be identified before an appropriate community involvement plan can be structured for each corridor/alignment area.

Undertaking alignment studies and Environmental Impact Statements in corridors will allow residents to know what is planned and will allow for preservation of right-of-way opportunities. Coordination on other transportation, utility and development opportunities will be possible.

CONSIDERATION OF TYPE OF SERVICE

As Ramsey County Regional Railroad Authority continues work on LRT, one of the questions that we hear from the public is,"What do you want LRT to accomplish?" There is a recognition that differing alignments serve differing purposes, and station spacing influences the trip type that will occur on light rail service.

Ramsey County Regional Railroad Authority adopted goals for LRT in 1988, and addressed this subject in a general way. A copy of the goals is attached.

At this time, you may want to consider if you want to address it in a more specific way by providing further direction to the Midway Corridor Task Force, which first meets on November 1, about what LRT should accomplish in the Midway Corridor. You may want to consider defining this for each corridor at the time preliminary engineering is undertaken.

Some of the information that you may want to consider is:

- The type of LRT service, local or commuter, need not be consistent for every corridor in the region or in Ramsey County.

- An alignment could have frequent stops, providing a more local type of service, as it gets closer to downtown and stations spaced further apart in outlying areas.

- Current bus service in the Midway Corridor serves local-type trips by stopping every block on University Avenue, Thomas Avenue and Minnehaha Avenue and serves commuter-type trips with limited stop service on I-94.

- In the cities where light rail transit has recently been constructed, alignments selected are often a combination of freeway, arterial and railroad rights of way.

- The station spacing being considered on other regional LRT corridors is more oriented to commuter-type service, rather than frequent stop local service. Hennepin County staff has indicated that the station spacing being considered is approximately:

  Hiawatha - half to 3/4 mile
  Northwest - mile or greater
  Southwest - mile or greater
  Northeast - University Avenue alignment - mile
  - Central Avenue alignment - more frequent than mile

- In general, a faster trip with less frequent stops would be more likely to attract commuters, and to attract people who currently are not transit users to LRT. A slower, local-type service would better serve existing bus users and transit dependents because the frequent stops would mean more people could walk to the LRT service.

ADOPTED GOALS FOR LRT IN RAMSEY COUNTY

In adopting goals for LRT in Ramsey County, the following considerations were relevant:

- LRT is not a short-term solution. The permanency of rails is indicative of the time frame in which it should be considered. Twenty years is a common transportation planning horizon. That length of time should be extended considerably when LRT is the topic of discussion.

- Not all goals may be appropriate in any given corridor. Just as each alignment for LRT presents both opportunities and constraints, so there may be goals which conflict in some situations. They may, however, serve as a useful guide toward which Ramsey County would strive. The goals are not ranked in order of importance and the relative importance may vary in different corridors.

Goals adopted by the Ramsey County Regional Railroad Authority on June 28, 1988 are:

1. **To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.**

How to accomplish:

- Prepare an LRT Comprehensive Plan for Ramsey County which recognizes the interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties.
- Coordinate LRT plans with other counties, state and regional agencies.
- Coordinate LRT plans with cities and township in Ramsey County.

2. **To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.**

How to accomplish:

- Increase use of transit by existing auto users.
- Improve transit travel time.
- Locate LRT in areas of high auto congestion, but not on street right of way where LRT would exacerbate that congestion.
- Locate LRT on exclusive right of way where feasible.
- Minimize vehicle/transit/pedestrian conflicts.
- Install traffic signal preemption equipment on light rail vehicles and at LRT/street crossings.
- Space stations at intervals to minimize travel time.
- Provide park/ride facilities at some LRT station areas.
- Encourage downtown parking policies that provide incentives to LRT use.

3. To enhance economic development in Ramsey County.

How to accomplish:

- Select corridors for LRT where economic development can be encouraged.
- Coordinate economic development with agency responsible for it.
- Promote marketing and incentives to encourage economic development at LRT station areas.
- Respond to desires of individual areas through which LRT passes to preserve the status quo or to intensify land use.
- Plan LRT construction to minimize detrimental impact on existing businesses.

4. To decrease costs of transportation services in Ramsey County.

How to accomplish:

- Provide an alternative to private auto ownership and its attendant costs.
- Reduce operating costs of transit services by using light rail vehicles to carry more passengers per vehicles than conventional buses.
- Reduce the need for additional roadway capacity with LRT.

5. To respond to mobility needs in Ramsey County.

How to accomplish:

- Provide improved transit service with diverse modes to meet differing trip purposes.
- Integrate access to disabled in planning for an LRT system in Ramsey County.
- Involve citizens of the County in LRT plans.
- Serve transit dependent concentrations with transit services.
- Coordinate feeder transit services with LRT service in a manner which improves, rather than decreases, overall transit service to the area.

6. To reduce environmental impacts associated with the automobile in Ramsey County.

How to accomplish:

- Locate LRT to improve, not worsen, air quality.
- Plan LRT systems to minimize noise levels to residential land uses.
- Work with neighborhoods through which LRT passes to minimize disruption.

7. To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers.

How to accomplish:

- Examine sources of funding as alternatives to the property tax.

- Encourage legislation that would provide flexible, alternative sources of revenue to the property tax.

Recommendations on Preliminary Engineering/Alignment Studies

1. Consider providing greater definition to the type of LRT service that should occur in the Midway Corridor.

2. Consider alignment study in cooperation with Dakota County on South corridor.

3. Consider alignment study on Northeast Corridor to determine preferred location for LRT.

4. Consider if forums should be held for Midway Corridor.

5. Consider if work sessions should be held for Midway Corridor.

6. Consider how to reach agreement on alignment in Midway Corridor.

RAMSEY COUNTY
Regional Railroad Authority

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

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Work Session - October 30, 1989

DATE: October 23, 1989

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

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

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

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 10/18/89
Authorized Signature Date

Board Action Requested

Authorize Chairman of RCRRA to sign letter to UMTA.

***Action is Requested.**

Request Justification

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

Budgeting and Accounting Reviewed by Mark Johnson 10/19/89
County Attorney Dorothy MacMiller
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date October 24, 1989 Board Date	T. L. Glendenning Signature	Date 10/19/89 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

RAMSEY COUNTY
Regional Railroad Authority

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

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Federal Funding for Midway Corridor

DATE: October 18, 1989

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

The information you requested was:

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

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

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

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

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

Hennepin County Federal Grant Applications

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

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

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

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

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

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

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

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

Federal EIS for University Connector

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

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

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

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

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

Length of Time for Federal Process Related to Costs

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

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

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

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

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

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

YEARS TO BREAK EVEN WITH FEDERAL GRANT

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

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

Other Considerations

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

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

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

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

Recommendation

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

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

KD/blk
Attachments

ATTACHMENT 1

U.S. Department of Transportation
Urban Mass Transportation Administration

The Administrator

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

MAY 30 1989



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

RE: Program No. MN-08-0058

Dear Mr. Sivanich:

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

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

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

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

Sincerely,

Alfred A. DelliBovi

Alfred A. DelliBovi

Enclosures

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

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

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

DRAFT

September 25, 1989

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

Dear Mr. Clymer:

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

The purpose of this letter is twofold:

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

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

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

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

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

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

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

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

SUMMARY OF SYSTEM PLANNING ACTIVITIES IN THE TWIN CITIES

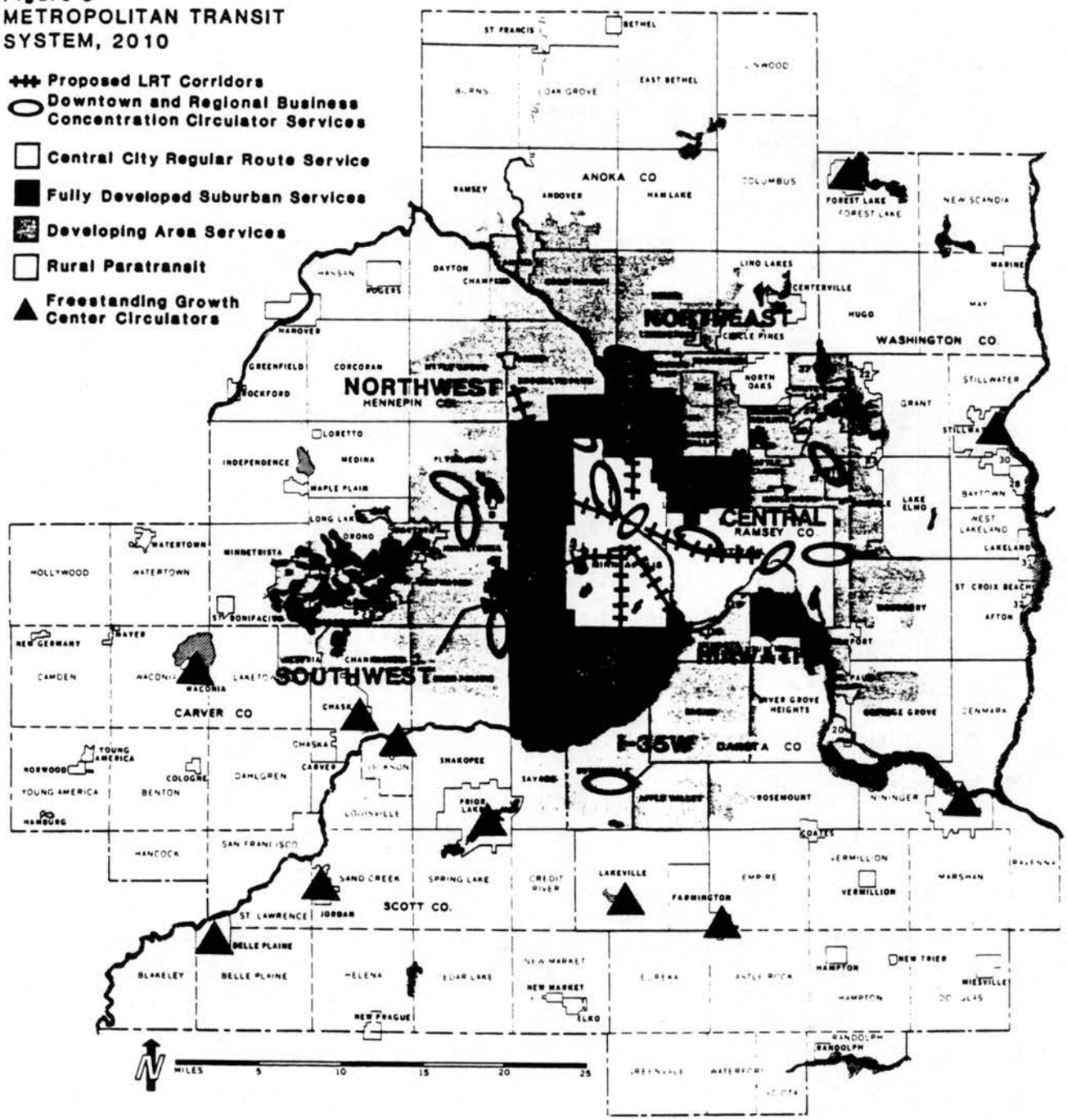
UMTA is familiar with the numerous transit studies that have been completed over the past twenty years in the Twin Cities. The region has evaluated heavy rail, light rail, automated guideway transit, busway/high occupancy vehicle lanes, personal rapid transit, and various transportation system management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

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

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

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

Figure 3
METROPOLITAN TRANSIT
SYSTEM, 2010



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

STATUS OF LRT PLANNING IN THE TWIN CITIES

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

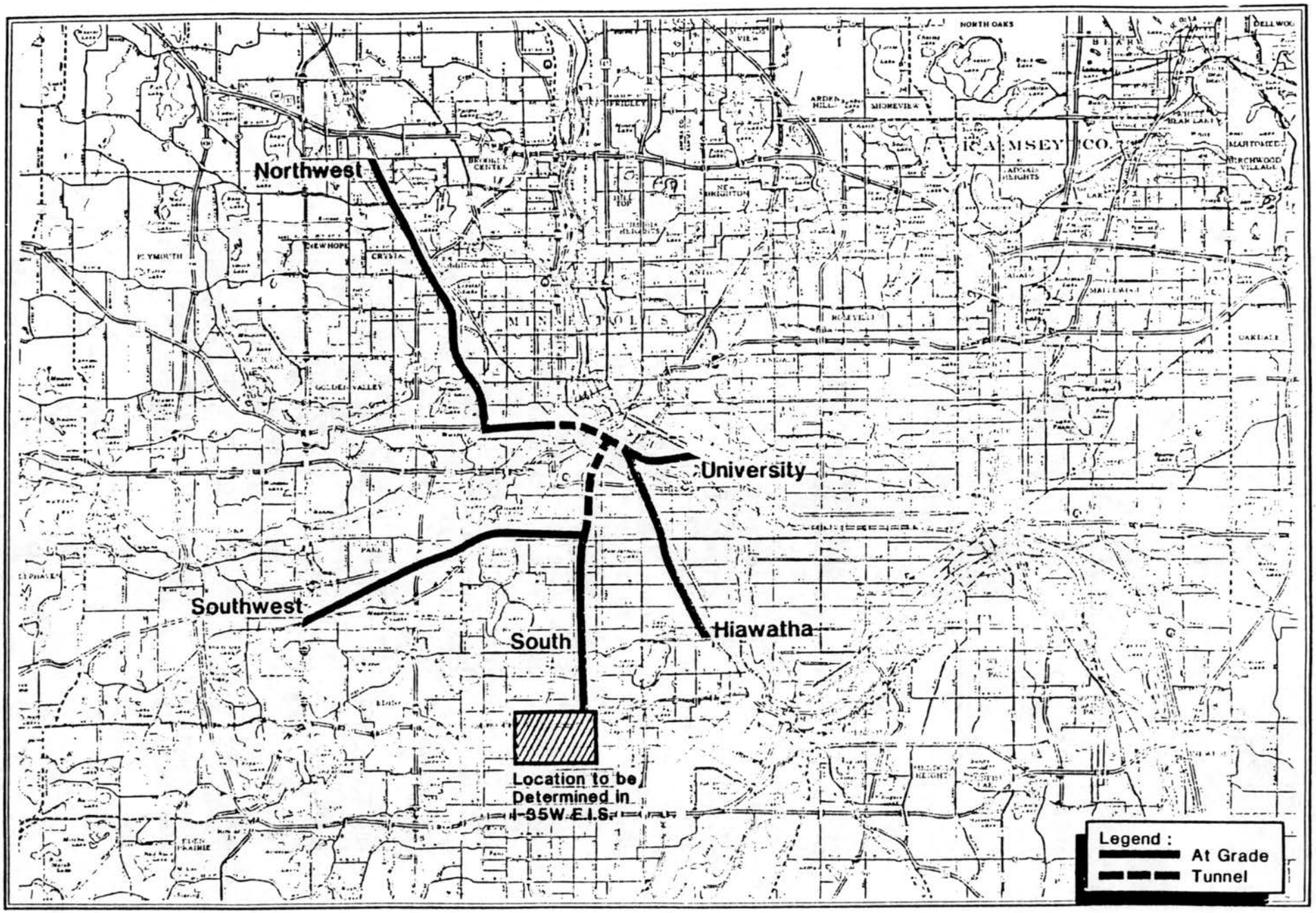
- Hennepin County Comprehensive LRT System Plan - The plan was approved by the Hennepin County Regional Railroad Authority (HCRRA) in June 1988. The Stage I plan (See attached figure.) includes 29.1 miles of LRT service and is estimated to cost $497 million. Over 150 public meetings were held prior to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

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

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

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

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



HCRRA

Comprehensive

BRW

FIGURE 2

Stage I Plan

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

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

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

OVERVIEW OF MIDWAY CORRIDOR

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

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

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

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

- o Serves many neighborhoods with transit dependents.

OVERVIEW OF NORTHEAST CORRIDOR

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

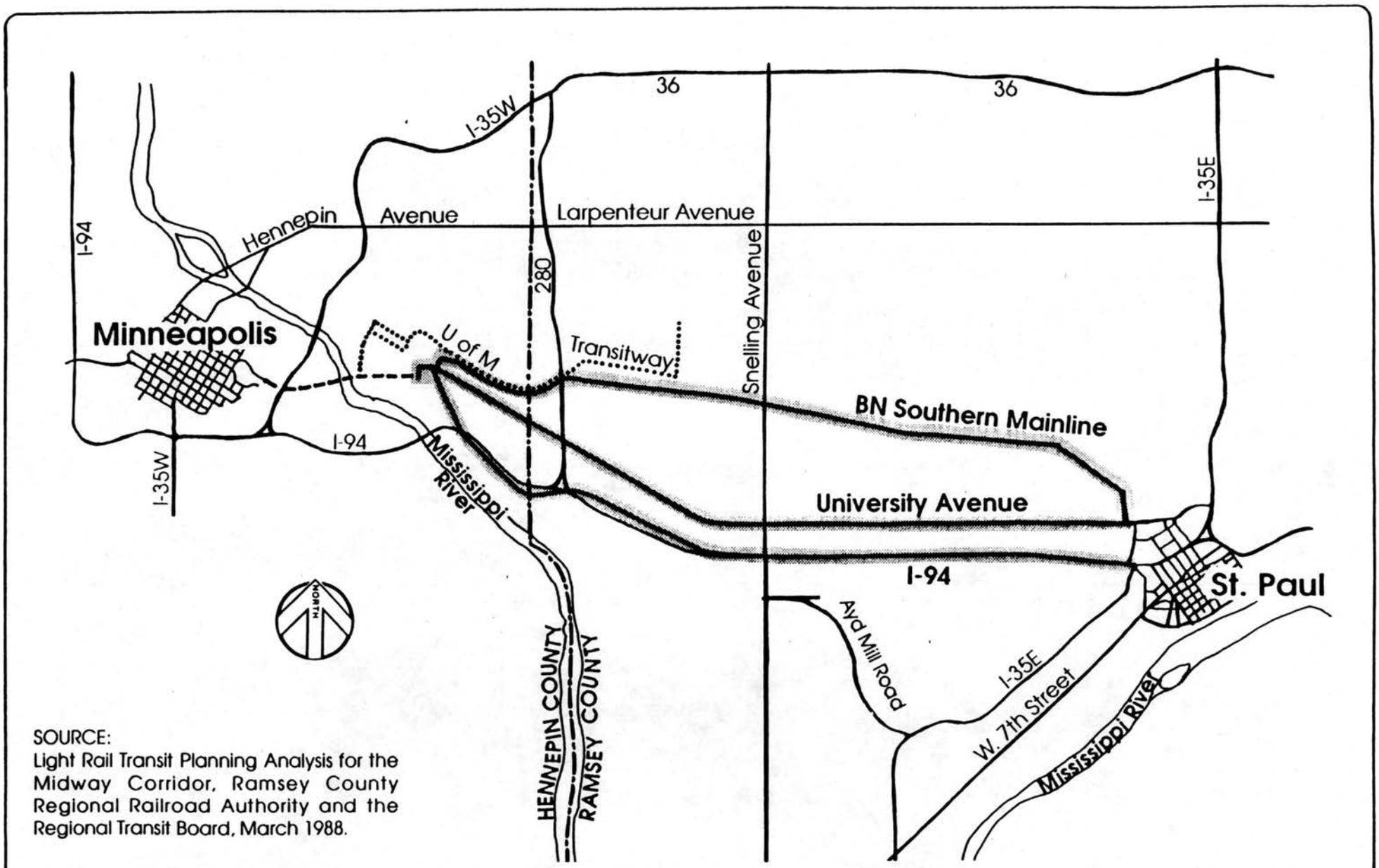
The Comprehensive LRT plan for Anoka County identified two alternative LRT routes in the corridor as shown in the attached map. Based upon the Metropolitan Council LRT System study, potential daily LRT ridership projections range from 19,000 to 27,000. The preferred route will be selected during the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

FINANCIAL APPROACH

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

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

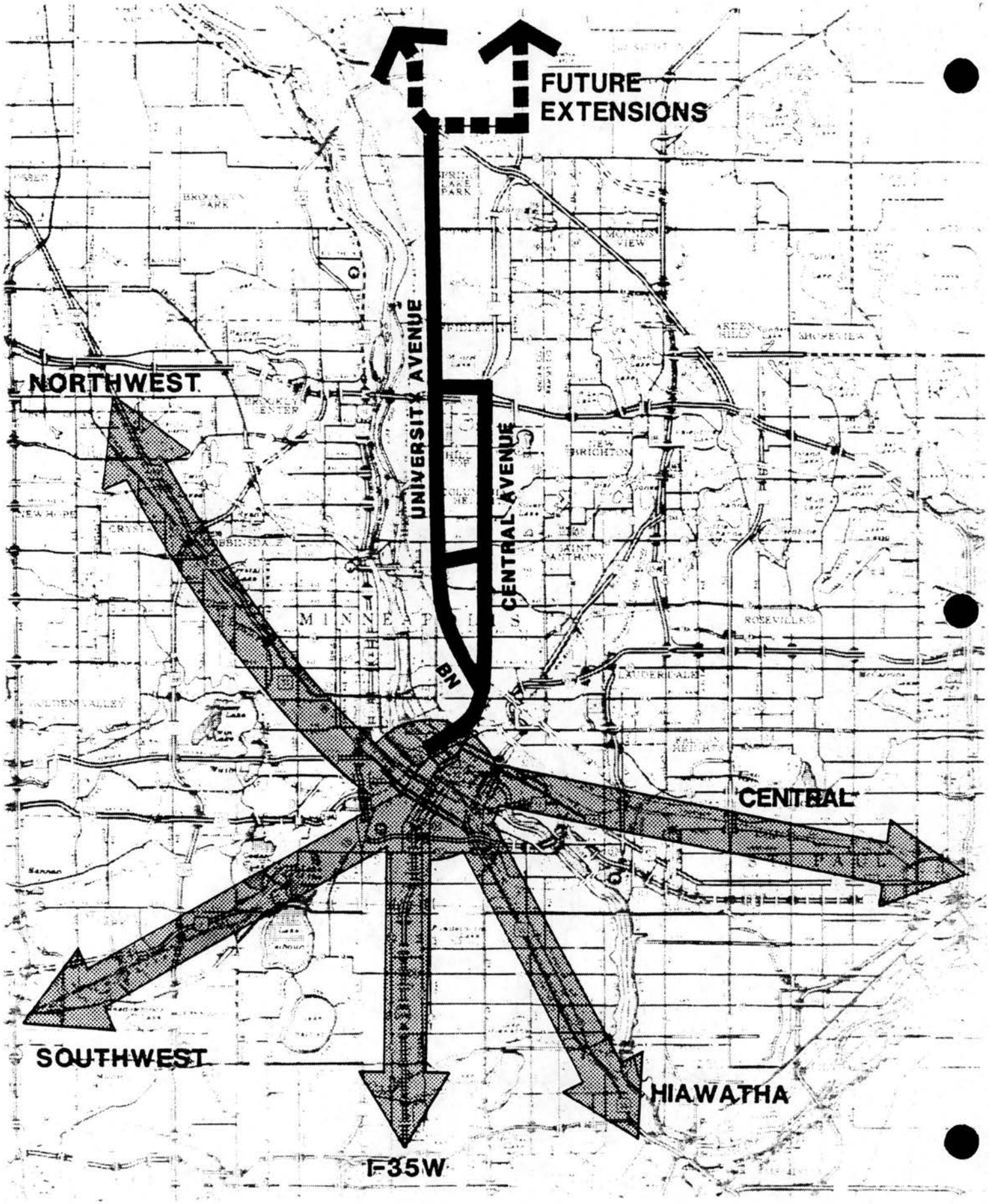
CORRIDOR	CAPITAL COST (1988 Millions)
Midway Corridor	
- Downtown St. Paul	$48
- Edge of Downtown to Ramsey County Boundary	$107 - 134*
- Hennepin County Boundary to Oak/Washington	$20 - 26*
Northeast Corridor	
- Anoka County	$90 - 103*
- Hennepin County	$67-77*

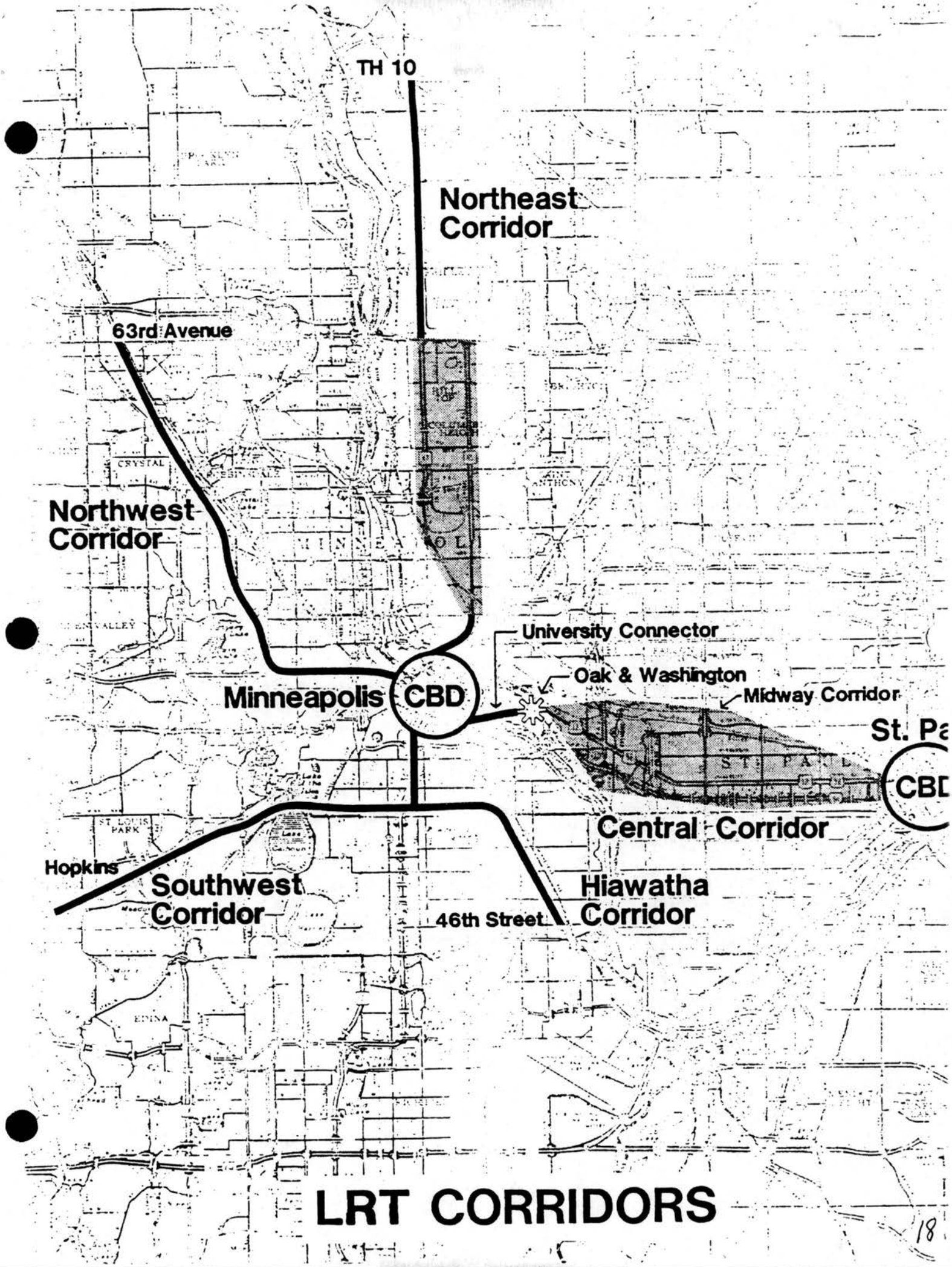


SOURCE:
Light Rail Transit Planning Analysis for the Midway Corridor, Ramsey County Regional Railroad Authority and the Regional Transit Board, March 1988.

SRF

Midway Corridor Alignments


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


TH 10
Northeast Corridor
63rd Avenue
Northwest Corridor
University Connector
Oak & Washington
Midway Corridor
Minneapolis CBD
St. Pa
CBD
Central Corridor
Hopkins
Southwest Corridor
Hiawatha Corridor
46th Street
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.

- The taxing capability of the three Railroad Authorities includes:

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

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

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

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

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

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

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

YEAR	PROPERTY TAX	STATE CONTRIBUTION
1984		
1985		
1986		
1987		
1988		
1989		

ADDITIONAL WORK BEING COMPLETED

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

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

REQUESTS OF UMTA

The following requests are made of UMTA:

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

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

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

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

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

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

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

We await your response.

Sincerely yours,

REGIONAL TRANSIT BOARD

Michael Ehrlichmann
Chairman

ANOKA COUNTY REGIONAL RAILROAD AUTHORITY

Paul McCarron
Chairman

HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY

Sam S. Sivanich
Chairman

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

John T. Finley
Chairman

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

RAMSEY COUNTY
Regional Railroad Authority

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

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Work Session on Comprehensive LRT Plan

DATE: June 29, 1989

The third work session for the Ramsey County Regional Railroad Authority Commissioners has been scheduled for Wednesday, October 25, 1989, 8:30-11:30 a.m. We will let you know the location when arrangements have been made. The session has been scheduled to precede preparation of the final comprehensive LRT plan.

As with the previous work sessions, final decisions will not be made in the work session itself. The work session provides the Regional Railroad Authority Commissioners the opportunity to review and discuss the recommendations of the committee and public review process. Formal action on these items will be deferred to the November 14 Regional Railroad Authority meeting.

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

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

KD/clm
cc: Peter Fausch
Ed Glaubitz
Frances Glendenning
Jill Goski
Pat O'Malley
Bob Pulscher
Ferrol Robinson
Michele Timmons
Jim Tolaas
Jim Van Houdt
Kris Wendorff