



Ramsey County Regional Railroad Authority.
Records.

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John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

AGENDA

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, November 21, 1989

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

- ** 1.** Approve the 1990 Ramsey County Regional Railroad Authority Budget.

Adopt a net tax levy of \$4,038,496 for 1990.

****Action is required.**

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 11/15/89
Authorized Signature Date

Board Action Requested

Approve the 1990 Ramsey County Regional Railroad Authority budget of \$6,747,496 and adopt a net tax levy of \$4,038,496 for 1990.

*Action is Requested.

Request Justification

See attached: - Memorandum from K. DeSpiegelaere of 11/13/89
- Proposed resolution
- Budget summary
- Budget explanation forms

Reviewed by <i>Ed Glanville</i> 11/15/89	
Budgeting and Accounting	Date / Time
County Attorney <i>Michele L. Timmer</i> 11/15/89	Received By
Risk Manager	
Data Processing	
Previous Action taken on Request	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

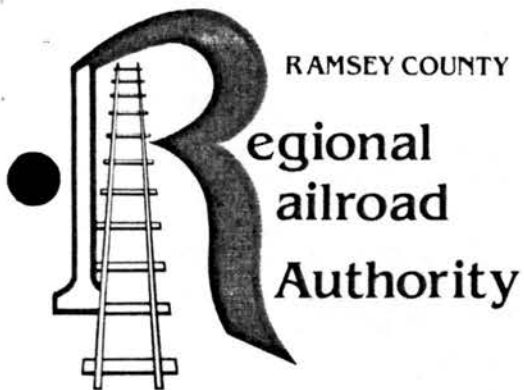
November 21, 1989

J. L. Glendenning
Signature

11/15/89

Board Date

Date



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

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MEMORANDUM

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

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

SUBJECT: 1990 Budget

DATE: November 13, 1989

A 1990 Ramsey County Regional Railroad Authority (RCRRA) budget has been prepared for your consideration and adoption.

This budget was prepared with the assumption that state funds would be received for four projects:

<u>Project</u>	<u>Date State Funds Anticipated</u>
Phase II preliminary engineering for Midway Corridor	Two increments: first in late 1989, second in late 1990
Alignment Study for Northeast Corridor	Early 1990
Alignment Study for South Corridor	Early 1990
Acquisition of railroad right of way	1990

The grant funds for the proposed work on the Midway, Northeast, and South Corridors have received preliminary approval by the Regional Transit Board. An award letter from the Minnesota Department of Transportation (Mn/DOT) has not yet been received although conversations with Randy Halvorson, Mn/DOT, indicate that the award can be anticipated.



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority was organized by Resolution 87-230, April 20, 1987, Board of Ramsey County Commissioners, pursuant to Minnesota Statutes, 1986, Chapter 398A, as a political subdivision and local government unit of Minnesota, to exercise thereunder part of the sovereign power of the state; and

WHEREAS, The Ramsey County Regional Railroad Authority, pursuant to Minnesota Statutes 398A, Subdivision 8, amended by Minnesota Laws 1988, Chapter 719, Article 5, Section 36, published notice of its intent to levy a tax on all taxpayers in Ramsey County to raise not to exceed the amount permitted by law on all taxable property situated with Ramsey County; and

WHEREAS, The requested budget of the Ramsey County Regional Railroad Authority is within the dollar limitation of \$7,395,893, as permitted by law, and reflects an estimated tax not exceeding 0.04835 percent of the market value of all taxable property situated within the municipalities named in its organizing resolution; Now Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1990 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1990 Tax Levy Statement Countywide Levy

1990 Approved Budget	<u>\$6,747,496</u>
FINANCING	
Estimated Revenue	2,709,000
Current Taxes Receivable (Tax Levy)	4,119,266
Less: Allowance for Uncollectible	<u>80,770</u>
Net Tax Levy:	<u>\$4,038,496</u>

WHEREAS, Minnesota Statutes, Section 398A.04, Subdivision 8, permits a tax levy for a Regional Railroad Authority, Now, Therefore, Be It

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1990 a tax rate percentum necessary to raise a Net Tax Levy of \$4,038,496.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority (RCRRA) has indicated an interest in acquisition of abandoned railroad right of way in the Northeast area of the County in 1990. The Minnesota Department of Transportation administers a State Rail Bank program that funds up to 50 percent of the acquisition costs of abandoned railroad lines. This budget was prepared with the assumption that \$750,000 would be received in 1990 from the State Rail Bank program if acquisition of an abandoned rail line is undertaken by RCRRA. Mn/DOT has indicated that this assumption is a reasonable one; however, it is not guaranteed until the application is made and approved.

There are several alternatives if State Rail Bank funds are not received:

1. Delay acquisition until 1991.
2. Negotiate a lower purchase price.
3. Do not purchase the right-of-way.
4. Purchase less right-of-way.
5. Request a loan from Ramsey County if funds are available.
6. Seek other sources of funds for acquisition.
7. Consider bonding for acquisition.

Recommendation:

Attached for your consideration is the proposed budget summary and budget explanation forms. Ramsey County has been unable to obtain information from the State of Minnesota that is needed in order to calculate the tax levy impact for 1990 on various property values. The information may not be available until early December. It will be provided to you when it is available.

KD/blk
Attachments

DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY
DEPARTMENT HEAD: John T. Finley, Chairman
Ramsey County Regional Railroad Authority
LOCATION: 316 Court House PHONE: 298-4145

MISSION

Ramsey County Regional Railroad Authority is dedicated to a long-range vision of transit services to meet changing needs for today and for succeeding generations.

The Authority strives to shape the future of Ramsey County and the region by preserving options for rail transit corridors and by providing rail transit services.

The Authority shall respond to the changing transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

The Authority is committed to planning of integrated transportation services in cooperation with other agencies.

The authority will encourage continuing community participation in its deliberations and decision-making process.

ADDITIONAL INFORMATION

The Ramsey County Regional Railroad Authority was organized by Resolution 87-230, April 20, 1987, Board of Ramsey County Commissioners, pursuant to Minnesota Statutes, 1986, Chapter 398A, as a political subdivision and local government unit of Minnesota, to exercise thereunder part of the sovereign power of the state.

The registered office of this Authority shall be situated in St. Paul, County of Ramsey, Minnesota.

Neither the State of Minnesota, the County of Ramsey, nor any other political subdivision is liable for obligations of the Authority.

There will be an appropriate citizen participation component, including municipalities, in the rail authority process.

The corporate existence was created and filed with the Secretary of State, Minnesota, on June 9, 1987.

ORGANIZATION

The Ramsey County Regional Railroad Authority consists of the seven Ramsey County Commissioners.

BUDGET SUMMARY

CODE	TITLE	1988 EXPENDED	1989 APPROVED	REQUESTED & PROPOSED	1990	
					TAX LEVY	STATE FUND
020000	Other Services & Charges	213,932	1,547,983	596,096	596,096	-
030000	Supplies	356	825	1,300	1,300	-
040000	Capital Outlay	200	1,200	4,100	4,100	-
060000	Contingent	-	500,000	6,146,000	3,437,000	2,709,000
070000	Transfers	25,000	125,000	-	-	-
		239,488	2,175,008	6,747,496	4,038,496	2,709,000

ANTICIPATED REVENUE

	1988 RECEIVED	1989 APPROVED	REQUESTED & PROPOSED	1990	
				TAX LEVY	STATE FUND
Revenue from Use of Money and Property					
360102 Interest on Investments	3,405	-	-	-	-
Intergovernmental Revenue					
321067 Minnesota DOT LRT Grant	-	516,500	1,959,000	-	1,959,000
321068 Minnesota Rail Bank	-	-	750,000	-	750,000
Total	3,405	516,500	2,709,000	-	2,709,000

TAX LEVY

CODE	TAX LEVY	1988	1989	REQUESTED & PROPOSED	1990	
					TAX LEVY	STATE FUND
Appropriations		239,488	2,175,008	6,747,496	4,038,496	2,709,000
Revenue		3,405	516,500	2,709,000	-	2,709,000
Tax Levy		236,083	1,658,508	4,038,496	4,038,496	-
Allowance for Uncollectible Tax - 2 %		4,722	33,170	80,770	80,770	-
Net Tax Levy		240,805	1,691,678	4,119,266	4,119,266	-

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

		1990			
CODE	TITLE	1988 EXPENDED	1989 APPROVED	REQUESTED & PROPOSED	TAX LEVY STATE FUND
020102	CONSULTING SERVICES	15,000	941,000	50,000	50,000
020103	ENGINEERING SERVICE	108,356	-	-	-
020122	STATE AUDITOR	-	-	1,800	1,800
020154	LEGISLATIVE REPRESENTATIVE	-	-	25,000	25,000
020174	COUNTY ATTORNEY SERVICES	11,401	55,623	52,576	52,576
020176	EXECUTIVE DIRECTOR SERVICES	33,488	74,988	56,040	56,040
020179	BUDGETING & ACCOUNTING SERVICES	5,059	23,500	31,550	31,550
020185	DATA PROCESSING	823	4,960	7,200	7,200
020193	COUNTY PROJECT MANAGEMENT SERVICES	-	362,920	301,740	301,740
020202	POSTAGE	1,009	5,630	5,800	5,800
020207	TELEPHONE LONG DISTANCE CHARGES	85	369	380	380
020208	TELEPHONE-LOCAL SERVICE	515	540	1,260	1,260
020301	TRANSPORTATION ALLOWANCE	-	-	600	600
020305	MESSENGER SERVICE	-	-	600	600
020401	PRINTING MINUTES & NOTICES	1,673	8,313	8,560	8,560
020501	PRINTING & STATIONERY	7,244	28,602	19,890	19,890
020909	PARKING SPACE	530	1,275	2,350	2,350
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS	100	250	250	250
021192	INTEREST	2,410	11,813	-	-
021226	COMMITTEE COMPENSATION	1,330	4,000	3,000	3,000
021401	MEMBERSHIP & DUES	-	500	500	500
021403	CONFERENCE & SEMINAR EXPENSES	360	3,700	4,000	4,000
021407	OTHER TRAVEL	24,302	17,000	20,000	20,000
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	247	3,000	3,000	3,000
		213,932	1,547,983	596,096	596,096

030000 - SUPPLIES

		1990			
CODE	TITLE	1988 EXPENDED	1989 APPROVED	REQUESTED & PROPOSED	TAX LEVY STATE FUND
030101	OFFICE SUPPLIES	356	825	1,300	1,300
	TOTAL SUPPLIES	356	825	1,300	-

040000 - CAPITAL OUTLAY

CODE	TITLE	1988 EXPENDED	1989 APPROVED	REQUESTED & PROPOSED	1990	
					TAX LEVY	STATE FUND
040300	EQUIPMENT	200	1,200	4,100	4,100	
	TOTAL CAPITAL OUTLAY	200	1,200	4,100	4,100	-

060000 - CONTINGENT ACCOUNT

CODE	TITLE	1988 EXPENDED	1989 APPROVED	REQUESTED & PROPOSED	1990	
					TAX LEVY	STATE FUND
061001	CONTINGENT APPROPRIATIONS	-	500,000	500,000	500,000	
061002	PHASE II PE - MIDWAY CORRIDOR	-	-	3,418,000	1,709,000	1,709,000
061003	RIGHT-OF-WAY ACQUISITION	-	-	1,728,000	978,000	750,000
061004	NORTHEAST CORRIDOR STUDY	-	-	400,000	200,000	200,000
061005	SOUTH CORRIDOR STUDY	-	-	100,000	50,000	50,000
	TOTAL CONTINGENT	-	500,000	6,146,000	3,437,000	2,709,000

070000 - TRANSFERS

CODE	TITLE	1988 EXPENDED	1989 APPROVED	REQUESTED & PROPOSED	1990	
					TAX LEVY	STATE FUND
070201	DUE TO COUNTY REVENUE	25,000	125,000	-	-	-
	TOTAL DUE TO COUNTY REVENUE	25,000	125,000	-	-	-
TOTAL RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY		239,488	2,175,008	6,747,496	4,038,496	2,709,000

BUDGET EXPLANATION FORM

Page No. 1
BUDGET YEAR 1990

59101

Ramsey County Regional Railroad Authority020102 - Consulting Services

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>4,280</u>	<u>941,000</u>	<u>50,000</u>		<u>50,000</u>	

EXPLANATION:

This account will fund services of independent consultants who perform rail authority work. Anticipated work during 1990 could include specialized engineering, analysis of federal funding options, light rail patronage forecasts, and other specialized services not provided for in project or operations accounts.

The 1989 Budget was approved prior to receiving an award of \$1,181,000 from Mn/DOT for development of a Comprehensive Plan, Preliminary Engineering, and Environmental Impact Study. After receipt of the grant, the revenue, tax levy, and appropriation for the grant projects were transferred to those project accounts. The 1989 Approved column reflects the appropriation prior to this transfer. For example, Consulting services was transferred as shown below:

FROM: 59101	RC Regional Railroad Authority	931,000
TO: 59102	Comprehensive Plan	460,000
59103	Preliminary Engineering & EIS for Midway Corridor	<u>471,000</u>
		931,000

020122 - State Auditor

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			<u>1,800</u>		<u>1,800</u>	

EXPLANATION:

Accounting records for the Ramsey County Regional Railroad Authority are subject to audit by the State of Minnesota. Estimated fees for 1990 are \$1,800.

020154 - Legislative Representative

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			<u>25,000</u>		<u>25,000</u>	

EXPLANATION:

Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account will provide funding for the services of a professional lobbyist to ensure effective representation of Ramsey County interests to the Legislature.

BUDGET EXPLANATION FORM

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BUDGET YEAR 1990

59101

Ramsey County Regional Railroad Authority020174 - County Attorney Services

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>3,000</u>	<u>55,623</u>	<u>52,576</u>		<u>52,576</u>	

EXPLANATION:

Funds are needed for payment of legal services rendered by the County Attorney's Office. The attorney will attend Regional Railroad Authority meetings, provide legal opinions on relevant topics and review contracts and agenda items. This will provide .35 FTE Attorney I for Regional Railroad Authority matters.

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

An estimated \$22,000 in additional funds for attorney services provided in 1990 for ongoing Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor are available from 1989 levy and Mn/DOT grant funds encumbered for that purpose.

020176 - Executive Director - Services

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>3,000</u>	<u>74,988</u>	<u>56,040</u>		<u>56,040</u>	

EXPLANATION:

Funds are needed to reimburse for time expended by the Executive Director's staff for assistance with Regional Railroad Authority projects. This includes property negotiations, clerical, media/information services and preparation of minutes and agendas for the Railroad Authority meetings.

Director of Property Management	\$11,190
Clerical	18,330
Director of Information Services	9,270
Administrative Support Services	17,250
	<u>\$56,040</u>

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

BUDGET EXPLANATION FORM

Page No. 3
BUDGET YEAR 1990

59101

Ramsey County Regional Railroad Authority020179 - Budgeting and Accounting Services

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>3,000</u>	<u>23,500</u>	<u>31,550</u>		<u>31,550</u>	

EXPLANATION:

Funds are needed to reimburse for time expended by the Budgeting and Accounting staff for basic accounting services, accounts payable, receivable, invoice processing/payments, reports, etc. Grant monitoring and accounting will also be undertaken.

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

020185 - Data Processing Maintenance and Equipment

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:		<u>4,960</u>	<u>7,200</u>		<u>7,200</u>	

EXPLANATION:

This account provides funds for office automation. Four accounts for RCRRA staff are anticipated plus one account for general RRA support. Maintenance costs are anticipated to be $\$120 \times 12 \text{ months} \times 5 = \$7,200$.

BUDGET EXPLANATION FORM

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BUDGET YEAR 1990

59101

Ramsey County Regional Railroad Authority020193 - County Project Management Services

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>30,000</u>	<u>362,920</u>	<u>301,740</u>		<u>301,740</u>	

EXPLANATION:

Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in County Public Works, Personnel Departments, Property Taxation, and Executive Director's Office. This account provides a specific identifier to reimburse Ramsey County for these services.

RCRRA project management team (2.6 FTE)*	\$164,250
Clerical	37,450
Drafting, administration, accounting	20,000
Mapping services	80,000
TOTAL	\$301,740

*Project Management Team

	Estimated Cost	Distributed		Funded	
		Direct	Overhead	1989 Phase I PE/EIS Grant	1990 Rail Budget
*Dir. of LRT Plng. (1)	104,450	60,000	44,420	24,850	79,600
Project Engineer (1)	105,650	48,460	57,190	49,700	55,950
Comm. Part. Coord. (2)	53,550	34,770	18,780	24,850	28,700
Total Estimated Cost \$	263,650	1989 Grant Total \$		99,400 (3)	1990 Budget Total \$ 164,250
					=====

NOTE: (1) Costs include salaries, fringe benefits and the indirect cost rate as established by David M. Griffith and Company for Ramsey County and the Ramsey County Public Works Department cost allocation rate for planning and engineering services.

(2) Costs are based upon the Ramsey County Indirect Cost Plan.

(3) An estimated \$99,400 in additional funds for management services provided in 1990 for ongoing Phase I Preliminary Engineering/Environmental Impact Statement Studies are available from 1989 levy and Mn/DOT grant funds encumbered for that purpose.

BUDGET EXPLANATION FORM

Page No. 5
BUDGET YEAR 1990

59101

Ramsey County Regional Railroad Authority020202 - Postage

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>300</u>	<u>5,630</u>	<u>5,800</u>		<u>5,800</u>	

EXPLANATION:

Funds are needed to pay for mailings, meeting notices, agendas, reports, etc. Newsletters are mailed at intervals throughout the course of projects undertaken by the Railroad Authority. Correspondence from the Chairman and staff require postage.

020207 - Telephone - Long Distance Charges

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	<u>369</u>	<u>380</u>		<u>380</u>	

EXPLANATION:

This account provides funding for long distance telephone calls for the Regional Railroad Authority.

020208 - Telephone - Local Service

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	<u>540</u>	<u>1,260</u>		<u>1,260</u>	

EXPLANATION:

This account provides funding for local telephone service at 316 Court House for the Regional Railroad Authority.

BUDGET EXPLANATION FORM

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BUDGET YEAR 1990

59101 Ramsey County Regional Railroad Authority >
020301 - Transportation Allowance

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			600		600	

EXPLANATION:

This account provides for reimbursement to the Public Participation Coordinator for auto expenses incurred through use of a personal vehicle for work-related functions.

020305 - Messenger Service

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			600		600	

EXPLANATION:

Current studies and interactions with numerous groups and agencies require timely distribution of or retrieval of critical documents to specific locations, such as the Capitol, in the Twin Cities area. It is anticipated that delivery services which cannot be met by postal service will be required 5 times per month at an estimated cost of \$50 per month.

020401 - Publishing Minutes and Notices

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	1,500	8,313	8,560		8,560	

EXPLANATION:

Funds are needed to pay for printing legal notices in newspapers. Abbreviated minutes of Regional Railroad Authority meetings may be published.

020501 - Printing and Stationery

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	2,500	28,602	19,890		19,890	

EXPLANATION:

Funds are needed to pay for duplicating services, printing of the agenda and minutes of committee meetings and of Regional Railroad Authority meetings. Reports and newsletters will be prepared.

BUDGET EXPLANATION FORM

Page No. 7
BUDGET YEAR 199059101 Ramsey County Regional Railroad Authority
020909 - Parking Space

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	<u>1,275</u>	<u>2,350</u>		<u>2,350</u>	

EXPLANATION:

Monthly parking spaces at the Victory Ramp for the Director of LRT Planning and the Public Participation Coordinator.

Victory Ramp 2 x 12 x 95 \$2,350

021101 - Books, Periodicals, Subscriptions

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	<u>250</u>	<u>250</u>		<u>250</u>	

EXPLANATION:

This account will fund technical manuals, research papers and subscriptions to technical journals on topics related to Railroad Authority projects.

021192 - Interest

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>2,420</u>	<u>11,813</u>	<u>0</u>		<u>0</u>	

EXPLANATION:

No loans anticipated in 1990.

021226 - Committee Compensation

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>4,000</u>	<u>4,000</u>	<u>3,000</u>		<u>3,000</u>	

EXPLANATION:

Committee members are reimbursed for expenses associated with meeting attendance. Task force and citizens advisory committee members have been eligible for this reimbursement in 1988 and 1989. Additional meetings will be held in 1990.

BUDGET EXPLANATION FORM

Page No. 8
BUDGET YEAR 1990

59101

Ramsey County Regional Railroad Authority021401 - Membership and Dues

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	<u>500</u>	<u>500</u>		<u>500</u>	

EXPLANATION:

Membership fees will be funded for professional transit associations.

021403 - Conference and Seminar Expenses

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	<u>3,700</u>	<u>4,000</u>		<u>4,000</u>	

EXPLANATION:

American Public Transit Association	\$1,500
Minnesota Public Transit Association	350
Transportation Research Board - LRT Conference	1,500
University of Minnesota - Technical Seminars	<u>650</u>
	<u>\$4,000</u>

021407 - Travel

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>10,000</u>	<u>17,000</u>	<u>20,000</u>		<u>20,000</u>	

EXPLANATION:

Funds are needed to pay for trips for staff and commissioners as may be required, to cities that have established rail transit systems (Buffalo, San Diego, Edmonton, etc.) or are constructing them (Los Angeles, St. Louis) to study and observe operations and to meet with transit operating officials. Negotiations with Railroad company officials may require travel to their administrative headquarters. Discussions of federal funding possibilities may necessitate travel to regional offices in Chicago or headquarters in Washington, D.C.

BUDGET EXPLANATION FORM

Page No. 9
BUDGET YEAR 1990

59101

Ramsey County Regional Railroad Authority021408 - Volunteer/Committee Meeting Expense

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,000</u>	<u>3,000</u>	<u>3,000</u>		<u>3,000</u>	

EXPLANATION:

Funds are needed to pay for expenses relating to meetings by Task Forces and citizen forums on light rail corridors that are being studied.

030101 - Office Supplies

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	<u>825</u>	<u>1300</u>		<u>1300</u>	

EXPLANATION:

This account provides office supplies for the project management team for the Railroad Authority at 316 Court House.

040300 - Equipment

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	<u>1,200</u>	<u>4,100</u>		<u>4,100</u>	

EXPLANATION:

Additional office furniture is needed to support staff operations as follows:

1 Bookcase	= \$ 150
2 Storage Shelves	= 300
2 File Cabinets	= 300
1 Portable Office Automation Terminal	= 1,000
1 Fax Machine	= 2,200
1 Easel	= 150
	<u>\$4,100</u>

BUDGET EXPLANATION FORM

Page No. 10
BUDGET YEAR 1990

59101

Ramsey County Regional Railroad Authority061001 - Contingent Appropriations

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>39,000</u>	200,000	<u>500,000</u>		<u>500,000</u>	
Transferred to other						
accounts		<u>+300,000</u>				
1989 Total		<u>500,000</u>				

EXPLANATION:

Funds are needed to pay for expenses not known at this time. Transfers from contingent to line accounts will be made as necessary by the Regional Railroad Authority.

061002 - Phase II Preliminary Engineering - Midway Corridor

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:			<u>3,418,000</u>		<u>3,418,000</u>	

EXPLANATION:

Funds in this cost center will provide for the next level of engineering studies on the Midway Corridor. This work is eligible for grant assistance of up to 50% through the Minnesota Department of Transportation. Estimated expenditures are:

	Total 1990	To be funded Mn/DOT Grant	Tax Levy
o Consultant/Contractual Expenses	2,940,000	1,470,000	1,470,000
o County Project Management Services	348,000	174,000	174,000
o Miscellaneous (financial, engineering, legal)	<u>130,000</u>	<u>65,000</u>	<u>65,000</u>
Total	3,418,000	1,709,000	1,709,000

BUDGET EXPLANATION FORM

Page No. 11
BUDGET YEAR 1990

59101

Ramsey County Regional Railroad Authority061003 - Right of Way Acquisition

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			1,728,000		1,728,000	

EXPLANATION:

Funds may be needed for the purchase of land necessary to implement rail transit projects, such as the Northeast BN Corridor. This might include land for stations or abandoned railroad right of way.

	Total	To be funded	
		State Rail Bank	Tax Levy
Right of way	\$1,500,000	\$750,000	\$750,000
Preliminary Title Work	2,000	-	2,000
Hazardous Substance Testing	60,000	-	60,000
Real Estate Appraisals	20,000	-	20,000
Title/Abstract Work	10,000	-	10,000
Attorney Services	36,000	-	36,000
Surveying	100,000	-	100,000
	<u>\$1,728,000</u>	<u>\$750,000</u>	<u>\$978,000</u>

061004 - Northeast Corridor Study

	1988	1989	1990			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			400,000		400,000	

EXPLANATION:

The Comprehensive Light Rail Transit Plan for Ramsey County identified the Northeast Corridor as a feasible corridor for LRT implementation. Funding in this account will provide for an alignment study for the corridor. This work is eligible for up to 50% grant assistance through the Minnesota Department of Transportation. Estimate expenditures are:

	Total	To be funded	
	1990	Mn/DOT Grant	Tax Levy
o Consultant/Contractual Expenses	270,000	135,000	135,000
o County Project Management Services	100,000	50,000	50,000
o Miscellaneous (financial, engineering, legal)	30,000	15,000	15,000
Total	400,000	200,000	200,000

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BUDGET YEAR 1990

	1988	1989	1990				
	Expended	Approved	Requested	Levy	Goal	Proposed	Approved
Existing Operation			100,000		-	100,000	

The Comprehensive Light Rail Transit Plan for Ramsey County identified the South Corridor as a feasible corridor for LRT implementation. Funding in this account will provide for an alignment study for the corridor. This study will be a coordinated effort by the DCRRA and the RCRRA. This work is eligible for up to 50% grant assistance through the Minnesota Department of Transportation. Estimate expenditures for RCRRA are:

		To be funded	
	Total	Mn/DOT	Tax
	1990	Grant	Levy
o Consultant/Contractual Expenses	65,000	32,500	32,500
o County Project Management Services	30,000	15,000	15,000
o Miscellaneous (financial, engineering, legal)	<u>5,000</u>	<u>2,500</u>	<u>2,500</u>
Total	100,000	50,000	50,000

	1988	1989	1990				
	Expended	Approved	Requested	Levy	Goal	Proposed	Approved
Existing Operation	25,000	125,000	0			0	

No loans are anticipated in 1990.

BUDGET EXPLANATION FORM

Page No. 13
BUDGET YEAR 199059101
TOPRamsey County Regional Railroad AuthorityCONFERENCE AND EDUCATIONAL SEMINAR EXPENSE (021403)
BUDGET REQUEST FORMPage No. \p
BUDGET YEAR 1990> 59101 >Ramsey County Regional Railroad Authority>
Cost Ctr Code Department Division
=====Conference/Seminar Name and Location: >American Public Transit
Association, Location is Unknown.Justification for Attendance: >Improve knowledge of transit
systems, developments and operations. If this is not funded,
current information will not be obtained on national topics.Number of Employees Attending: >1 Total Estimated Cost: >\$1,500
=====Conference/Seminar Name and Location: >Minnesota Public Transit
Association, Location is Unknown.Justification for Attendance: >Information on state and national
transit issues will be acquired. If this is not funded,
information on this topic will not be obtained.Number of Employees Attending: >2 Total Estimated Cost: >\$ 350
=====Conference/Seminar Name and Location: >Transportation Research
Board - LRT Conference, Location is UnknownJustification for Attendance: >This conference will occur in a
city with an operating light rail transit system and will include
technical sessions and tours of LRT systems. If this is not
funded, knowledge of LRT systems will be lacking.Number of Employees Attending: >1 Total Estimated Cost: >\$1,500
=====Conference/Seminar Name and Location: >University of Minnesota -
Technical Seminars, Twin CitiesJustification for Attendance: >Training on topics relevant to
rail authority work, such as community participation and media
relations will be attended. If this is not funded, the current
information on these topics will not be obtained.Number of Employees Attending: >1 Total Estimated Cost: >\$ 650
=====Total Requested (021403) \$4,000 \$0
=====

REVENUE EXPLANATION FORM

Page No. 14
BUDGET YEAR 1990

59101

Ramsey County Regional Railroad Authority321067 - State Revenue from LRT Grant from Mn/DOT

	1988	1989	1990			
	Revenue	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-		1,959,000		1,959,000	

Is revenue based on reimbursement of expenditures? >Yes
 If yes, when is reimbursement made? >Other
 Is an advance of funds possible? >No
 If yes, is an advance being requested? >
 Source of funding? >State

EXPLANATION:

An application was made to the Minnesota Department of Transportation (Mn/DOT) for LRT grant funds in the amount of \$1,709,000 for Phase II Preliminary Engineering for the Midway Corridor. The award will be made in November 1989. Additional grant funds from Mn/DOT in the amount of \$250,000 will be applied for in late 1989 for the purpose of conducting alignment studies in the Northeast and South Corridors.

Mn/DOT and the Regional Transit Board have indicated that these expected funds will most likely be granted.

321068 - State Revenue from State Rail Bank Program

	1988	1989	1990			
	Revenue	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	0	750,000		750,000	

Is revenue based on reimbursement of expenditures? >Yes
 If yes, when is reimbursement made? >Other
 Is an advance of funds possible? >No
 If yes, is an advance being requested? >
 Source of funding? >State

EXPLANATION:

If acquisition of abandoned railroad corridors is determined to be desirable by the Regional Railroad Authority, application to the State Rail Bank program administered by Mn/DOT will be made. Reimbursement of 50% of acquisition costs will be requested. If funds are not received, acquisition costs would be likely to be funded by the property tax levy and/or contributions from local governments. Total acquisition costs are estimated to be \$1,728,000, including \$228,000 for technical and legal services. The latter amount is not eligible for Rail Bank fund assistance.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

December 19, 1989

The regular meeting of the Ramsey County Regional Railroad Authority Board was held on Tuesday, December 19, 1989 at 3:05 P.M. in the Large Conference Room of 316 Court House.

MEMBERS PRESENT:

Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Duane McCarty
Commissioner Donald Salverda
Commissioner Warren Schaber
Commissioner Hal Norgard (entered during Item 1)

ALSO PRESENT:

David MacMillan represented the County Attorney's Office
Terry Schutten, James Van Houdt, Robert Clarkson, Hugh Faville, Ed Glaubitz, Karen Tero, Kenneth Weltzin, Paul Kirkwold, Greg Murray, Terry Lindeke, Toni Baker, Jill Goski, Paul Gilliland, Frances Glendenning, Kathryn DeSpiegelaere

1. Minutes - of the Ramsey County Regional Railroad Authority Meeting of November 21, 1989.

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

The Ramsey County Regional Railroad Authority approves the minutes of the November 21, 1989 Board Meeting as written.

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

2. Chairman's Comments

Chairman Finley would like to report where we are at, the Policy Committee of the RTB has met on the Regional Plan, and some modifications were made at the Policy Committee. It appears to be getting more and more like Ramsey County's plan. The first thing is that the Policy Committee has adopted a recommendation that was made by the Chairman Ehrlichmann which says that there will be new groupings, the first group will be the Central Corridor, which will be the core of the plan, the Midway Corridor in the two downtowns. This has received unanimous approval at the Policy Committee, and several of those who are not members of the Policy Committee, so it appears that is the majority of the RTB. The second set of groupings involves a B and a C category. The B category includes our South Corridor which has gotten approval, and the C Category has the Northeast and the Northwest, both are in the ten year plan.

Chairman Finley continued, this is called a staging plan as opposed to a yearly plan. They have had an amendment passed that all of the B and C category corridors can proceed with the alignment studies, preliminary engineering, and EIS so that if we move ahead on any of the corridors, we are permitted to do so, as far as federal funds or other funds, we would become eligible for it depending upon the speed in which the particular counties proceed.

The method of funding has changed from the recommendations of the Advisory Committee also, the general sales tax is No. 1 source of revenue, and fiscal disparities was moved to No. 2. Chairman Finley said he may not be surprised if it drops further after the testimony at the public hearing yesterday as there was quite a bit of opposition to the use of fiscal disparities.

Commissioner Hunt presented the County's position on all of them from the County standpoint so Chairman Finley thinks the plan is taking good shape as far as Ramsey County is concerned as we are in the forefront, we are the decision makers on the core area. It appears that has the support of the Metropolitan Council staff as they can take credit as they have always said this was to be the primary corridor. We should have a good reception from the RTB.

Chairman Finley asked that Ms. DeSpiegelaere distribute to the Board a listing of the actions that have taken place in the Policy Committee. The RTB is actually going to be voting on it on January 2nd, and then it goes to the Metropolitan Council. He feels that we can say that our plan is in good shape as far as the Regional Plan is concerned, we are right up there in the priority on all of our alignments. The one thing that did fail was the elimination of St. Paul East, as a motion was made to eliminate that from the 20 year plan, and it failed, this was good. This was one of the things he had discussed with Ms. DeSpiegelaere today, as we had eliminated this from our plan, but maybe we should put it back in. Also, based upon what has happened, since we took the South-Southwest Corridor out, and the actions of Dakota County that have taken place since then, that we should reconsider our action taking the South-Southwest Corridor out. This would be essentially 35 corridor running over to Dakota County, as Dakota County has suggested they would like to bring a portion over (this area was pointed out on the map) to connect to the airport alignment coming out, and if we end up with the only way downtown St. Paul from the airport, the only way is to go all the way to 10 and then end. Maybe we would want to reconsider and bring back our South-Southwest Corridor which goes ~~down~~ essentially down Shepherd Road to 35, so that we are more connected to it than we would otherwise be.

Commissioner Schaber asked where it would be in relation to the American Mall, and Chairman Finley pointed this out on the map.

Commissioner Hunt commented that we did not put that in our plan, but that would not be possible to include in the RTB plan any more. Chairman Finley said it could possibly get into the twenty year plan, but maybe not. If we have it in our plan, one of the things that will be approved by the RTB

is that it should be reviewed - that the overall plan should be reviewed every few years. If it is in our plan, it could at least be subject to a review sometime down the line, not trying to squeeze it into the Regional Plan, but he does think the East Corridor should be put back in our plan for sure.

Commissioner Schaber agrees, we want the lines to move into downtown St. Paul, and these two lines by putting them in are moving into downtown, this is the critical issue. He has spoken very strongly in favor of the East line because if any development is going to happen, it is that way. The one in Dakota County where the growth is we can have that coming into downtown St. Paul with a more direct route, which would be to our advantage.

Chairman Finley feels we should at least put it back in our plans, we had taken it out because it was not going anywhere, now because of Dakota County's advancement, they have used their influence and their position to bring that line all the way across 110, trying to hook up with the Hiawatha Corridor across that bridge. We have on our agenda today the final approval of our Comprehensive Plan which of course has been printed, but we may have to make the changes. Ms. DeSpiegelaere said these changes could be made in the Comprehensive Plan.

Commissioner Hunt said that she feels that Commissioner Ahrens and her work with the Advisory Committee is finished. However, Chairman Finley said that there is the Coordinated Plan which will be started in January, to be approved by the first of July. This is called the Coordination Plan.

Chairman Finley stated that Commissioner Hunt and Commissioner Ahrens have done a fantastic job and their voice was very much heard at the Advisory Committee. It became quite evident that our Board was well prepared for the meetings. This is a tribute to Kathy DeSpiegelaere, too, as she makes sure that all our Board members are kept up to date, especially in the financial area that had it not been for Ramsey County's input, there would not have been as much discussion, as there were some long rational discussions.

3. Comprehensive Plan - Adopt Comprehensive LRT Plan for Ramsey County.

Chairman Finley said we have the Comprehensive Plan before us, and this does not include the changes we have discussed.

Ms. DeSpiegelaere said the East and the Southwest are in the post-twenty year plan, and if you would like them in the twenty year plan, they would become a solid line, several pages in the plan would have to be modified.

Commissioner Schaber agreed that it would be a good idea to do that, things have been changing week by week, Dakota County is now getting involved, and he would make a motion to put them within the twenty year plan.

Ms. DeSpiegelaere said that would be correct, she would like to point out that Dakota County met today, and adopted a budget that would allow them to go ahead in cooperation with Ramsey County with a study on the South corridor. She would be remiss, however, if she did not point out that the South-Southwest Corridor has some ridership overlapping with the South Corridor. One of the reasons that the South-Southwest Corridor was excluded in the Work Session to make the South Corridor appear more favorable. However, if it were included in the twenty-year plan without being included at this time in the Regional Plan, this would probably would not affect the South Corridor's ridership potential.

Chairman Finley does not think that we should try at this point to get to into the Regional Plan, it is a little too late, but from our standpoint, if we have it in our plan, so the motion would be the South-Southwest and East be on the twenty year plan rather than post-twenty year plan. He asked about the plan to the airport, but Ms. DeSpiegelaere said this is a different corridor which has not been analyzed to the level of detail of the other two.

Chairman Finley commented that it may cost us about \$15,000 to update the Plan which has already been printed, but this would be money well spent.

Commissioner Hunt asked if this is going to take away from the strength of the South Corridor, the fact that there is that overlapping. Chairman Finley thinks that it would from the regional perspective as it presently stands, and that is why we would have to modify the Regional Plan at this point because we will just go with the study that has all been done on the South Corridor, because the South Corridor would in the first five years, and the South-Southwest would be in the twenty year plan. It should not affect it. Ms. DeSpiegelaere said it would not affect it if we do not push to have it in the Regional Plan.

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

WHEREAS, Ramsey County Regional Railroad Authority has adopted a Draft Comprehensive LRT Plan for Ramsey County; and

WHEREAS, A Public Review Period on the Plan extended from July 30 to October 12 and comments received on the Plan have been carefully considered by Ramsey County Regional Railroad Authority; and

WHEREAS, A Final Comprehensive LRT Plan has been prepared based on the comments received; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby adopts the Final Comprehensive LRT Plan for Ramsey County; including the recommendation that six corridors be included in the 20-year Phase I system: Midway, Northwest, Northeast, East, South and South-Southwest and three corridors in the post-20 year system: Southeast, Southwest and East-West Crosstown.

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

4. Progress on Regional LRT Development and Financial Plan.

Chairman Finley said this is what we have talked about as to where we are at. He asked that Ms. DeSpiegelaere pass out a memorandum that was done by the consultants regarding fiscal disparities which members of this Board have talked about today when we had the discussion on Tax Increment Financing.

Chairman Finley continued, this will give you an idea as to where we are at in regard to fiscal disparities, you will see that the biggest loser on fiscal disparities under this proposed plan would be the City of St. Paul, the loser of growth. If you look at the exhibits in Ramsey County, St. Paul ends up with a minus \$8 million - this is growth. The proposal was only to take the growth, not the existing amounts. There is quite a bit of concern that we not use that as a source for the light rail construction.

One of the things that the Board will see on the list that did not pass was the attempt to have other than the A Corridor, which is Midway Corridor, all other corridors would require 20% county funding which was a proposal which was made but did not pass at the Policy Committee Meeting of the RTB.

The Board was asked if they had any questions on the progress of the plan, as this will be voted on at the January 2nd meeting.

5. Authorize submission of grant application to Mn/DOT for \$250,000 for Northeast and South Corridor alignment studies.

Chairman Finley explained that this was part of our authority that the RTB is recommending where we could use some of the grant funds that are not going to be expended in 1990 for the second phase of the Preliminary Engineering for the Midway Corridor, we could use it for the South and Northeast Corridors, provided that if we want it, we would provide the 50% match, and put the funds into the 1990 budget for our share. Ms. DeSpiegelaere confirmed that this is correct.

There would be two separate studies according to Chairman Finley, the Northeast Corridor hopefully would get us to the point of making an early decision on the alignment, which is one of the things that we promised the folks out there and the City of St. Paul that we would try to make that decision as soon as possible.

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

WHEREAS, Ramsey County Regional Railroad Authority has completed a Comprehensive Light Rail Transit Plan for Ramsey County that identifies the Northeast and South Corridors as part of a Phase I system for light rail transit; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the submission of a grant application for alignment studies in the Northeast and South Corridors at an estimated total cost of \$500,000 and affirms its commitment to fund 50%, estimated to be \$250,000, if the grant funds are received.

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

R89-70

6. Consider alternatives as requested by Ramsey County for Larpenteur Avenue and Soo Line/Willard Munger Trail.

Kathy DeSpiegelaere gave an update on the status of this bridge over Larpenteur, Ramsey County Public Works Department has planned to replace a bridge on Larpenteur Avenue at DeSoto Street, between 35E and Edgerton for approximately the past nine years. At this point the contract is to be let for design of the bridge, and it was determined that the rail line under the bridge would be abandoned, so these plans were held until it was determined exactly what would occur at that location. In the early 1980's the Department of Natural Resources acquired the abandoned line under the Larpenteur Avenue bridge. At that time they indicated that it would be necessary to maintain a grade separation there, rather than to fill in the place where the tracks had been, that an opening be maintained so that the users of any trail would not have to cross Larpenteur Avenue.

Approximately one year ago, the RRA began its Comprehensive LRT Plan, one of the areas where light rail transit is considered feasible, as the Board just approved in the plan, is the Northeast Corridor. There are alternative alignments that could be considered in this corridor, the Burlington Northern is one of those. During the work with the Northeast Corridor Task Force the subject of the Willard Munger/Soo Line Trail came up, and it was requested that we examine that alignment also for the suitability for LRT. Our grant application you just approved for Mn/DOT, and we will be beginning a study of alternative alignments in that corridor fairly soon.

At the same time the Public Works Department is asking for approval by Ramsey County through the Public Works Committee to proceed with a plan for the replacement of the bridge. The proposed bridge does not accommodate light rail transit, it is somewhat smaller opening than would be required to accommodate LRT. However, it would accommodate the trail. At this time the matter has been referred to the RRA for discussion. She had four slides showing the bridge location which she showed to the Board.

Ms. DeSpiegelaere explained the area which she was talking about, Larpenteur Bridge approaching the bridge, the area under the bridge, and approaching the bridge from Larpenteur from another direction. Larpenteur Avenue is four lanes, and the bridge, however, is only two lanes wide, so there is a narrowing that occurs. Ms. DeSpiegelaere deferred the question from Commissioner Ahrens as to why we are considering a bridge to Kenneth Weltzin (even though she has worked on the bridge).

Kenneth Weltzin said they are replacing the bridge because it is a two lane bridge and a four lane road, which restricts traffic. Also the intersection of DeSoto Street and the bridge is a very poor site, and they have had accidents where the people have hit the bridge. So, because of the incidents, the bridge is deficient because of width and should be replaced, and Federal funding has been approved for this.

Chairman Finley said the question is should we allow for LRT at this point, or should we not, or should be request that the decision be delayed until an alignment is determined.

Ms. DeSpiegelaere said there are four alternatives specified in the memo in the documentation, the first would be to eliminate from further consideration LRT on the Soo Line/Willard Munger Trail Alignment. You could decide at this point because that is owned by the Department of Natural Resources that that alignment should no longer be considered for LRT, this is one option. The second option is if you choose to consider LRT in the plan, you could replace the bridge as it is proposed by the Public Works Department, even though you would know that it does not accommodate LRT. The third alternative would be to ask the Public Works Department to modify the structure plans so that it would accommodate either LRT or LRT and trail. The fourth alternative called Option 3 in the memo is to ask that a delay occur until the RRA has decided if LRT should occur on this alignment in the Northeast Corridor.

Ms. DeSpiegelaere continued, under the option to modify the proposed structure plan there is number of alternatives that Public Works has proposed, too.

Greg Murray, representative from the DNR, addressed the Committee. From the DNR perspective being a State Agency, mandated by State Law to develop a trail, now, it is out of the question because they are directed to develop that trail as they have planned. The plan is already approved, and the design and engineering work for the trail has already been funded. From their department viewpoint theoretically it is out of the question, as they are proceeding to develop the trail, and that does not include provisions for joint light rail corridor. As the letter from Paul Swenson states if they were directed otherwise by a change in state law to accommodate light rail, then that would be the course they would take, it would require that for them to consider any changes at this time.

Commissioner Norgard commented that it might be difficult in dealing with the DNR, we might have difficulty crossing their line at Gladstone. However, this is an ideal way to get into downtown St. Paul. We may need some legislation to make these people drop that line for us.

Commissioner Hunt feels that Ramsey County and other agencies will probably be seeking legislation all along the line as we go because of the kinds of actions that have proceeded LRT and the planning for LRT. One of the reasons this is before us is that it was before us as the Public Works Committee realized that this bridge proposal could have an effect one way or another on LRT. There is a concern in the community that we are not really keeping our options open. She has had extensive discussions with people regarding this. There is a distinct impression out there that we are not really considering the options, and she was pleased to see Item 8 on today's agenda which lists the fact that citizen participation would be involved in evaluating these various alternatives, one of which is the Willard Munger Trail. The question is do we want to follow DNR's position at this point, or do we want to keep it open as an option, she feels that we should be keeping it open as an option.

Commissioner Schaber said the Munger Trail, with the modifications suggested, you could have light rail as well as a trail similar alignment suggested up through Stroh's and out on the other side of Lake Phalen, for joint use.

Ms. DeSpiegelaere said this has not been decided, that is one possibility, light rail by itself would be another, as would the trail by itself.

Commissioner Norgard discussed the bridge over/under 35 right now, the Soo Line tracks, you could get over 35 very easily, this is a big factor. Mr. Weltzin said that is a good bridge, but it is a one track bridge, and only one track in the corridor, so the bridge would have to be widened to accommodate the track in two directions for LRT.

Commissioner Schaber commented that the problem is that Mr. Weltzin has worked long and hard to get Federal funding for this, this bridge does have a hump on it now, and to take that out and widen it to four lanes does make good sense, similarly if we wait, as he had asked Ms. DeSpiegelaere, it might be another fifteen months before we would determine whether we would look at it. This might mean that Mr. Weltzin would lose his dollars.

Mr. Weltzin does not know if fifteen months from now we will still have the money. Right now Mn/DOT has told us to present the plans, and they are ready to go.

Mr. Weltzin referred the Board to the chart which has been included in the documentation, there is something that they could do to accommodate it for future use of LRT, if you want to put LRT in the center line of this track, you do not know on which side the bike trail would be. They could build now Structure No. 1 at a price of \$370,000, No. 2 could be built later at a price of \$410,000, or a total of \$780,000. This is considerably less than \$1 million for the total complete structure at this time. This would mean

that instead of having a wide open structure, we would have two structures side by side, which would give us protection between the trail and the LRT, which is what he thinks the Board wants. Then, when they put the second structure in, they would then be able to drive sheet piling down the center line of the road, and dig out half of the road, put in half of the structure, move the traffic over to that half, and complete the structure and fill without an expensive bypass, so they would have two lanes construction at a later date. There is that possibility, it would give them the flexibility of putting the trail where we want it. If we chose to build No. 2 with the idea of building No. 1 later, No. 2 would accommodate LRT in the future.

Mr. Weltzin said their proposal, their recommendation is to build No. 3, where we build a portion of it, and they would have the ability to add the trail in the future. Alternates 1, 2 and 3 could be built and leave the existing bridge in place until complete. Once it is complete, then they could fill over them, at the same time moving the existing bridge, and they would have a very short delay in construction, rather than having some kind of a detour. This way they would be making some preparations for LRT, and they are not shutting the door on it, it would give the chance for the study to be completed, as he is sure you would want some type of a barrier between the LRT and the trail, some separation, this would still be less in cost than the total big structure.

If they were to build the big structure now, they would have to remove the bridge, put an extensive detour for an extensive period of time while they built the structure. This allows us to build the structure while the bridge is in place. Once this is in place, we would have a lot of possibilities in the future. They could either build two or three at this time.

Commissioner Hunt commented that this is something new that we didn't talk about at Public Works, did not understand building one first and then the other one.

Mr. Weltzin said what they are recommending is Alternate No. 3, but it is Option No. 2. Commissioner Salverda feels that we should hold off for one year, and we will know far better what the future will be.

Commissioner Schaber would like to know how many of the dollars are going to be picked up by someone else with Alternate No. 3. Mr. Weltzin said they are talking about \$460,000, they would try to get it all covered. If this were set as an LRT route, he believes it would be covered. Since it is not a set LRT route, we know that we have the \$370,000 covered, but they are not sure exactly where the rest would come from. We may be able to use CSAH funds for this.

Commissioner Norgard would like to know when you reconstruct Larpenteur Avenue are we going to have curb, gutter and sidewalks. Mr. Weltzin said that they will have curb and gutter, and the sidewalks were proposed but that is the decision of the municipalities.

Ms. DeSpiegelaere explained that when she prepared this documentation, there were some critical questions which she asked, and one is would Federal Funding be lost if there were a delay, and the response from Public Works was "probably not". Mr. Weltzin said he does not know now, as they have been told now to advance the status of this project, two years from now will funds be available; whether or not it would be eligible, he does not believe that that changes. The eligibility will not change two years from now, but will the funding be available.

Ms. DeSpiegelaere had another question that was critical was safety, is there a danger to having the bridge remain as it is so that a one year delay would be something that would be unacceptable. Mr. Weltzin said they believe they have a safe condition out there.

Another critical question from Ms. DeSpiegelaere was reimbursement of the additional cost involved, and if an alignment were selected, she understands that we would be eligible for reimbursement of that additional cost. So, because of those factors, her recommendation for the RRA would be to delay the bridge.

Chairman Finley would like to know if Ms. DeSpiegelaere was aware of the verbal presentation which Mr. Weltzin made today, does this affect her recommendation. Ms. DeSpiegelaere said he has put some questions in her mind about Federal funding and the safety of the bridge. She was not aware of some of the facts, but this does not affect her recommendation.

Mr. Weltzin said this is funded under the Federal Bridge Replacement Program. If we look at delays, we might have another problem, or might have a problem, as we have a consultant who is under contract who has designed this bridge, and the total design fee on the whole thing is about \$84,000. When we let contracts for this project, we would then be eligible for the consultant fees. Without letting the contract, we may have to go elsewhere to pay for the consultant's fees. By delaying, we could also be looking at an overlay project for a portion of the roadway.

Commissioner Schaber would like to make a motion, if you look at Alternative 3, you have the \$370,000 in the bank right now, all we are talking about is basically the difference, and Mr. Weltzin has indicated that it is possible that the difference also may be covered. It would seem to him to delay this project would be a mistake to not at least make some accommodations for the possibility for future development, as he does not want to see them lose the dollars.

Commissioner McCarty wished to second this motion.

Chairman Finley feels that we should make it clear that we are still going to have the flexibility to provide for LRT there. We have a commitment we made to the people that we would in fact look at other alternatives, alignments in the Northeast Corridor. We should be serious about this and look at this as an alternative. We could proceed with it with the understanding that

as he understands, we would adopt Alternative 3 physically if that was the alignment selected, and there would be no problem building the LRT lines immediately adjacent.

Mr. Weltzin said the LRT would go through the structure, they would then build an addition for the trail. The trail would be built through there.

Commissioner Ahrens feels this is a good suggestion, as one of the motions that passed unanimously at the Advisory Committee was that all future road construction, county road, bridges, municipal road construction that we look at the possibility of LRT option in terms of whatever is done. This is really very appropriate.

Ms. DeSpiegelaere had a question, would the additional costs then be covered by the Public Works Department. Mr. Weltzin replied that he believes that they can be, and if not, they will have to work it out.

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

WHEREAS, The Public Works Committee of the Board of Ramsey County Commissioners has requested Ramsey County Regional Railroad Authority to consider the impact of the proposed replacement of a bridge on Larpenteur Avenue at its intersection with Willard Munger Trail; and

WHEREAS, The Comprehensive LRT Plan for Ramsey County indicates the potential for LRT in the Northeast Corridor; and

WHEREAS, The Soo Line/Willard Munger trail has been considered as a potential alignment for LRT in the Northeast Corridor; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests that Ramsey County modify the structure proposed for Larpenteur Avenue to accommodate light rail transit. Alternate 3 proposed by Ramsey County Public Works Department is recommended.

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

289-71

7. Review of meeting with Brian Clymer, UMTA Administrator

Commissioner McCarty commented that the meeting he attended in Washington should really have been called the Total Mobility Conference as they did deal with urban as well as suburban issues. After Brian Clymer gave his keynote address, Commissioner McCarty had an opportunity to speak with him briefly. He had asked for a private conference, and was able to meet with him for about twenty minutes.

Ms. DeSpiegelaere had given Commissioner McCarty some questions to ask him, and Commissioner McCarty put this information in writing so that he will not have to go through it word for word.

Commissioner McCarty feels that the most significant issue to him would be Mr. Clymer's position on the changes in the review terms which has been a concern. He gave Mr. Clymer some documentation that he had brought with him, the October 18th memo on funding which were done with regard to the Federal review requirements and how the impact ran, etc. Mr. Clymer felt that perhaps our conclusions were a little pessimistic in that he felt that the review procedures were serviceable in the current form, and that if we were to work with the District 5 Manager that those review procedures would not be difficult. UMTA is very interested in working with local unit to see it went forward in an expeditious manner.

In terms of dollars, it was agreed by just about everyone at the conference that the reauthorization in 1991 that there will not be a shift of funds from the highways to public transit. There will not be a great amount of new dollars coming in the future process. There will be some changes next year with Secretary Skinner developing a coordinated national transportation policy. However, Mr. Clymer did not think there would be significant changes in the UMTA review procedures. The question of whether the Federal process will allow more than one corridor on application for funding, that there is no obstacle there from Mr. Clymer's point of view. The corridors are based upon density of population, and there may be more than one corridor in an application.

Commissioner McCarty asked about the \$24 million grant to Hennepin, and Mr. Clymer was not familiar with the project, and he was referred to the staff people. So, it is clear that Washington is very management oriented, and does not get involved in project by project issues. He is available so that if communication links happen to break down, he is there to help.

Commissioner McCarty felt that in addition to the questions, this was well and good, but the best thing that came out of the conference was that he now knows that there is a Twin Cities, there is a Minnesota, and this should help.

Commissioner Salverda commented about an item in the "Twin City Reader" regarding UMTA.

Commissioner McCarty got the impression that very clearly the funding is going to be spread around, and they would like to have as many successful projects as they can with as little funds from the Federal funds. They will be looking for LRT plans with local commitment to the funding sources. He did not in any way get the feeling that LRT was viewed as less viable by any of the staff.

They are going more and more to toll roads, private interests are building and operating toll roads under the watchful eye of state agencies.

8. Approve Community Participation Program for Northeast Corridor Alignment Study.

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

WHEREAS, The Ramsey County Regional Railroad Authority is committed to a strong public participation program in its activities; and

WHEREAS, An alignment study of the Northeast Corridor is being initiated; Now, Therefore, Be It

RESOLVED, That the Community Participation program for the Northeast Corridor is approved.

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

R89-72

9. Ratify Partial Payment No. 11 to Strgar-Roscoe-Fausch, Inc, in the amount of \$2,665.60.

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

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

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

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

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

RESOLVED, Invoice and payment documentation for Partial Payment No. 11 in the amount of \$2,665.60 is in accordance with governing contract provisions and payment in that amount is hereby ratified.

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

R89-73

10. Approve and authorize final payment to Strgar-Roscoe-Fausch, Inc., in the amount of \$35,319.56 for services and costs accrued during completion of Agreement No. RCRRA-88-0002.

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan for Ramsey County; and

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

WHEREAS, Strgar-Roscoe-Fausch, Inc. has satisfactorily completed all contractual obligations identified in the referenced agreement, and provided detailed invoice documentation for all services and costs accrued; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. Partial Payment No. 12 (Final), and attachments thereto, provide the correct documentation of all payments due Strgar-Roscoe-Fausch, Inc. for performance of services in accordance with this Agreement; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes payment of \$35,319.56 to Strgar-Roscoe-Fausch, Inc. for services rendered in accordance with Agreement Number RCRRA-88-002.

Roll Call: Ayes - 7, Nays - 0 *R 89-74*
Motion adopted.

11. Approve and authorize payment to BRW, Inc. in the amount of \$16,204.16

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

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

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-888-003, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through October 31, 1989; and

WHEREAS, BRW Invoice No. 55952, Partial Payment No. 2, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through October 31, 1989; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes payment of \$16,204.16 to BRW, Inc. for RCRRA's share of services rendered through October 31, 1989.

Roll Call: Ayes - 7, Nays - 0 *R 89-75*
Motion adopted.

12. Delegation of Payment Authorization Agreement Number RCRRA-89-003

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

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

WHEREAS, Contract Agreement Number RCRRA 89-003 in the amount of \$1,398,039, and First Amendment thereto, governs the performance of services and terms of payment; and

RESOLVED, That the Director of Light Rail Transit Planning for the Ramsey County Regional Railroad Authority is authorized to approve payments to BRW, Inc. for work completed and invoiced in accordance with agreement requirements, and Be It Further

RESOLVED, The invoice and payment documentation shall be submitted to the Rail Authority for ratification at the next scheduled meeting following approval of invoice documentation; and Be It Further

RESOLVED, The final payment for services rendered under Ramsey County Regional Railroad Authority Agreement No. RCRRA-89-003 shall not be issued until approved by resolution of the Rail Authority.

Roll Call: Ayes - 7, Nays - 0 *R 89-76*
Motion adopted.

Chairman Finley added that it seems to him that the Feds are very skeptical about LRT because so many of the plans throughout the country started when there was gas price situation, and the anticipation was that gas was going to be \$2.00 per gallon, and parking costs were going to be prohibitive. As a result, they projected high ridership, because the costs of operating an automobile would be so horrendous that people would in fact be going to LRT for another mode of transportation. As those plans, when the cost of gas leveled out, and actually started dropping, some of the projects redid their figures which were much more realistic based on the economy, but he does not think that the Feds took into consideration to look at the refiguring that had been done by some of the local communities, which were more realistic.

Commissioner McCarty thinks that the local posture with regard to Federal funding is very important. It appeared to him that the Feds are not particularly enthused with units coming in with a LRT plan saying this is what we are thinking of doing. But, when you come in with a Comprehensive Plan and a revenue commitment such as Ramsey County, then it makes an entirely different picture.

Ms. DeSpiegelaere gave the Board an update on Federal funding for the Midway Corridor, in the Regional Development and Financial Plan which is being proposed is that for the Midway or Central Corridor we not seek Federal funding, that this be the first priority for State and Regional funds because it is the highest priority corridor. Chairman Finley added that it would be funded solely by state and regional funds - this is the recommendation coming out of the RTB Policy Committee - not County funds.

Chairman Finley added that January 2nd the RTB will be voting on this, and there will be some amendments. A RTB Board member gave us a very nice surprise on our funding scenario, as he had come to the meeting specifically, as he did not like the fiscal disparities and was very strongly opposed to it.

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



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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, December 19, 1989

* 3:00 P.M. - Large Conference Room - 316 or
Immediately following County Board

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

*PLEASE NOTE CHANGE IN TIME.

1. * Minutes of the Ramsey County Regional Railroad Authority Meeting of November 21, 1989.
2. Chairman's Comments.
3. * Adopt Comprehensive Light Rail Transit for Ramsey County.
4. Progress on Regional LRT Development and Financial Plan.
5. * Authorize submission of grant application to Mn/DOT for \$250,000 for Northeast and South Corridor alignment studies.
6. * Consider alternatives as requested by Ramsey County for Larpenetour Avenue and Soo Line/Willard Munger Trail.
7. Review of meeting with Brian Clymer, UMTA Administrator.
8. * Approve Community Participation Program for Northeast Corridor Alignment Study.
9. * Ratify Partial Payment No. 11 to Strgar-Roscoe-Fausch, Inc., in amount of \$2,665.60.
10. * Approve and authorize final payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$35,319.56 for services and costs accrued during completion of Agreement No. RCRRA-88-002.
11. * Approve and authorize payment to BRW, Inc. in the amount of \$16,204.16.
12. * Delegation of Payment Authorization Agreement Number RCRRA-89-003.

*Action is required.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

November 21, 1989

A special meeting of the Ramsey County Regional Railroad Authority Board was held on Tuesday, November 21, 1989 at 11:00 A.M. in the Large Conference Room of 316 Court House.

MEMBERS PRESENT:

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

ALSO PRESENT:

David MacMillan represented the County Attorney's Office, Kathryn DeSpiegelaere, Ed Glaubitz, James Van Houdt, Patrick O'Malley, Jill Goski, James Tolaas, Frances Glendenning, Don Ahern, James Walsh, Dennis Greeley, Toni Baker

1. Approve the 1990 Ramsey County Regional Railroad Authority Budget.
Adopt a net tax levy of \$4,038,496 for 1990.

Chairman Finley called for a motion on the budget.

Commissioner Schaber had one question, with regard to the Legislative Representation, there is an item in there for \$25,000, he would like to know what the Chairman's thoughts are on this.

Chairman Finley feels that during the coming year, if we are going to have to make our presence known not only - he is not concerned about the State Legislature, as he is about the Federal government. He thinks we might want to seriously consider hiring someone to work on the grants with the staff and the Congressional delegation, that is what he envisioned. If we add at the State level, we would have also some funds to supplement what the County is paying to Wy Spano. Last year Mr. Spano's office sort of did it, but we really did not pay for it out of this budget. These are the two areas where he could see we would need money for the representation.

Chairman Finley continued, as you can see, a lot of the budget goes back into the County to the Engineer's Office, Data Processing, County Attorney's Office, and the large items are Phase II of the Midway Corridor, right of way acquisition for the NE Corridor, NE Corridor study and the South Corridor Study, both of which he got through the RTB yesterday for approval, for their recommendation

to the State for the match from the State.

Commissioner Ahrens, in regard to the South Corridor, asked if Dakota County is getting anything as a companion to that study, as they are concerned as they want that in the five year plan. Their study ought to compliment ours.

Chairman Finley said that is what spurred an amendment to our request, as Ms. DeSpiegelaere caught this when Dakota County's request went in to the Department of Transportation they had asked for this, and we did not know that. Ms. DeSpiegelaere then talked to their staff, and they agreed that Ramsey should be involved, so we adjusted our application so that we would be participating with Dakota County. We dovetailed our cost, and estimated our share would be \$100,000 for the total study, so \$50,000 from the State and \$50,000 from us. That is when we adjusted our grant application accordingly.

Commissioner Ahrens had another question is do we really need \$500,000 for the Contingency because the right of way acquisition number is loose, and whether we have the flexibility in that or whether we could purchase that much in 1990, and if we really need the \$500,000, when some of the figures are somewhat loose.

Chairman Finley thinks that is probably why the contingency is large because the one thing that is probably loose is the acquisition prices on the NE corridor, and if we put more on a line item, that might be what they would request.

Commissioner Schaber would like to know if there are any rollovers in the contingency account from last year. Ms. DeSpiegelaere said there were.

Ed Glaubitz informed the Board that there is a rollover in the project accounts, money received from the State, matched by the County for the Comprehensive Plans and engineering would roll over, the fund balance and the operating account will not. When we close the books in 1989, that will be in fund balance. He said we transferred out \$300,000 to the two project accounts, state grant was more than anticipated for the 1989 budget, so we had to match equal tax levy dollars.

Ms. DeSpiegelaere added, that when the budget was adopted last year, we did not know we would get funds for that so an exception was made for Ramsey County so they could get those funds, so the contingent was used to match those funds.

Mr. Van Houdt said that the funds stay within the Railroad Account.

Commissioner Ahrens would like to know what this \$4 million would do in terms of a home what would this amount to.

Mr. Van Houdt said he has tried to get that information as they do not have the data from the State, our Tax Department is very reluctant to estimate. We do not know our homestead credits or aids we get, but as soon as this information is received, they will make it available, they do know this will have an impact.

Commissioner Norgard stated we have to adopt a budget, you cannot leave Ramsey County as an island, and we cannot afford any negative votes, we are in it, and we have to keep it moving, but he would hope some place along the line some decisions are going to be made by someone, when the Legislature meets next time there may be some hints of what is going to happen. We have to know we are in this game, and we have to protect our County, so we have to go along and be part of it.

Chairman Finley thinks we could probably levy a little less, but the only thing is that he is concerned about, it could be cut a little bit, one area could be the Contingency as it appears we will have a rollover which we could use. The other thing, in the Midway Corridor Study, we probably have more money on the levy side than we will need. All the rest is really a match or going to the other county departments which is offsetting our overall levy.

Ms. DeSpiegelaere said that is what we need for matching. Chairman Finley said all the rest really offsets the County Budget except what we will match for the State or acquisition or study, so there is no other place to cut.

Commissioner Schaber was going to suggest with the \$200,000 rollover, we could cut the 1990 Contingency to \$300,000 which would bring it to \$3.9 million, which we could do very easily, rather than move the entire budget, he would move that the Contingent Account be reduced by \$200,000, reflecting that rollover of \$200,000 coming from this year's budget.

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

The Ramsey County Regional Railroad Authority recommends the 1990 Contingent Account in the budget by \$200,000, reducing the amount to \$300,000, with the understanding that if needed we will be looking at the Fund Balance at a later date for funds if needed for Contingent Account.

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

Commissioner McCarty asked if it is possible to reconcile the County budget with the RRA budget, and Mr. Van Houdt explained that it would be difficult because of the departments involved with the direct costs, one concern is the Property Manager, he is not spending as much time, but the clerical may be spending more. He would rather have the RRA have more money, and the County less.

Commissioner Norgard is concerned if there is any other area in the County which should be reimbursed from the RRA.

James Van Houdt responded, he believes that we have most of them, they have one thing for Taxation in 1990 that they will be dealing with on December 5th is the Ultimap. This is one of the things that has not shown up in the Taxation budget that they have to estimate.

Chairman Finley added that we have reimbursements considered for the County Attorney, Executive Director, Budget and Accounting, Data Processing and the County Engineer, and the Taxation (this is not shown up yet in Taxation budget).

Commissioner McCarty-is it possible for the RRA to adopt a fiscal year different than the County using this as some means to control the expenditures until after the Legislative session. Is there some way we can protect County resources until after the legislative session?

Chairman Finley thinks the bonafide dollars are already being matched by what the Legislature has already done, to the extent that the State has already funded through Transportation, we are matching, so we are just using our dollars to match those dollars. The State may probably do something in addition to what they have already done. We have money already for 1989 to June 1990, and then we are going to get money from July 1990 to June 1991, already appropriated by the State. This will not change, unless they repeal the law. Then, the bonding bill is coming up this year where this is nothing in there so what is in there would be in addition to what we have. We can expect money for construction, but probably no more for planning than what we already have.

Commissioner Hunt feels that the issue and the big question we will be faced with is what is the legislature going to do as far as what if any local match will be required, this will be discussed at the Advisory Committee Meeting today, Commissioner Ahrens and Commissioner Hunt would like some priorities to go back to that Committee with. Their past efforts on behalf of our stand on the property tax have not been resolved, but at this point the property tax is at the bottom of the priority list, as far as what sources of revenue will be available, she does not know if we will ever get it off that list, it will be there in some form or another.

Commissioner Ahrens moved the following recommendation with the amendment, which was seconded by Commissioner Hunt.

WHEREAS, The Ramsey County Regional Railroad Authority was organized by Resolution 87-230, April 20, 1987, Board of Ramsey County Commissioners, pursuant to Minnesota Statutes, 1986, Chapter 398A, as a political subdivision and local government unit of Minnesota, to exercise thereunder part of the sovereign power of the state; and

WHEREAS, The Ramsey County Regional Railroad Authority, pursuant to Minnesota Statutes 398A, Subdivision 8, amended by Minnesota Laws 1988, Chapter 719, Article 5, Section 36, published notice of its intent to levy a tax on all taxpayers in Ramsey County to raise not to exceed the amount permitted by law on all taxable property situated with Ramsey County; and

WHEREAS, The requested budget of the Ramsey County Regional Railroad Authority is within the dollar limitation of \$7,395,893, as permitted by law, and reflects an estimated tax not exceeding 0.04835 percent of the market value of all taxable property situated within the municipalities named in its organizing resolution; Now Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1990 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1990 Tax Levy Statement
Countywide Levy

1990 Approved Budget	<u>\$6,547,496</u>
FINANCING	
Estimated Revenue	2,709,000
Current Taxes Receivable (Tax Levy)	3,915,266
Less: Allowance for Uncollectible	<u>76,770</u>
Net Tax Levy:	<u>\$3,838,496</u>

WHEREAS, Minnesota Statutes, Section 398A.04, Subdivision 8, permits a tax levy for a Regional Railroad Authority, Now, Therefore, Be It

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1990 a tax rate percentum necessary to raise a Net Tax Levy of \$3,838,496.

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

Chairman Finley said that with the reduction of the Contingent Account by \$200,000, this will bring our total budget to approximately \$3.9 million.

Commissioner Schaber agrees with Commissioner Hunt's comments, we need to get that reversed from where it was at the last meeting to move it down to the bottom is a very positive step.

Commissioner Ahrens said originally they thought that the RRA levy was a regional property tax through the RTB, but then they found out later it was a county by county property tax, so there is not on this list any regional rail property tax. Commissioner Hunt said this could be added that it is regional.

R89-67

Chairman Finley thinks that they can get the support of the Chairman of the LRT Advisory Committee and the Chairman of the RTB. He feels that the RTB would be acceptable to handling this similar to the sale tax, and in fact, the Chairman of the RTB wanted to bring this in, but there was so much confusion at the meeting that he felt it better not to add to the confusion.

Commissioner Ahrens discussed the fiscal disparities which were brought up at their meeting. Some members raised the question that this had had no staff analysis, we did not know if the dollars projected were accurate, and there was some discrepancy, but it did end up as No. 1. She needs help on this as the Committee will be discussing this tomorrow.

Commissioner Schaber mentioned that the study that Policy and Planning Unit has been doing on the fiscal disparities in Ramsey County would be available to the Board tomorrow in draft form to look at, the tax incrementing.

Chairman Finley in looking over what we have received over the years, on fiscal disparities, we have gained a lot, and Hennepin is the big loser, so he is surprised that they would support it.

Commissioner Hunt said the big losers, are the big winners on light rail.

Commissioner Ahrens added that if you are in the top five year plan, and you are going ahead to levy property tax so that you can build your system, then you can get money that would otherwise going out of your county to build that system, you would want to use fiscal disparities.

Chairman Finley said it does not make any difference with what it is, if it is going to a pot of money. Fiscal disparities does benefit Ramsey County as we do not have the growth. He feels we should tell the Committee if we agree with it.

Ms. DeSpiegelaere explained because fiscal disparities was a new item on the list, this is an area that is most complicated, it does not indicate how it affects Ramsey County, Springsted has furnished additional information, and James Van Houdt has quite recently spoken with Bob Pulscher so he may have some information to share with the Board.

James Van Houdt addressed the Board, there are two issues, one deals with the levy limit that the RRA has too, and Mr. Pulscher says that after seven years we will be a loser under fiscal disparities. Mr. Van Houdt agrees with Commissioner Ahrens that we would be big losers in the community of Ramsey County by taking 90% of fiscal disparities, we are a bigger winner, as we are not going to have any new growth.

In response to Chairman Finley's question as to how much Ramsey County does receive in fiscal disparities, Commissioner Hunt said about \$190,000, but Commissioner Ahrens said it looks like \$400,000. Mr. Van Houdt said that might be just the County Government, but all others receive this to reduce our property tax. It may be difficult to change that. Hennepin will be the big loser dollar wise.

Commissioner Schaber said it would be nice to have some financial analysis, the critical issue is not fiscal disparities, but who builds what, when and how fast, that is going to change basically.

Chairman Finley discussed the timetable on the whole process is unrealistic, starting late August, to be done by December 1, to go to the RTB, to be completed by the end of the year. It is amazing and a credit to our consultants and the respective staffs, Hennepin, Anoka, RTB, and our staff, that they have been able to put as much information as they have been able to. We are the only County that has taken a position on some of these other issues. We can reiterate our position on the metro wide property tax to be levied by the RTB.

Commissioner Hunt commented on the payroll tax which was put on the list last time, she feels it is an unrealistic proposal to be put forward at this time. It is not popular politically, but more important than that, administratively it would need a whole new kind of administrative bureaucracy to collect and administer, and we should not support the payroll tax.

Commissioner Hunt suggested that we take No. 3 and make that No. 1, and that we put property tax collected by the RTB as Item 2, and go with the sales tax on gas as Item 3, and for the fourth have property tax levy by the RTB, and it would be improper to take a position on fiscal disparities at this time until we get the figures as to its impact at the local level. This she would be comfortable with.

Chairman Finley commented about the payroll tax as we have had objections from the Chamber of Commerce regarding that, and he agrees that we do not have it, and people may be afraid of a new tax. We will be much better off to dovetail on an existing tax.

Commissioner McCarty expressed concern that the property tax is creeping up on the list of priorities. Chairman Finley feels that we are being totally unrealistic if we think that no property tax is going to be used for the construction. He always felt that property tax was going to have to be used by a local match, but not by the individual counties, but on a regional funding basis. The Legislature may feel if we are not going to be a part of it why should they participate.

Commissioner Salverda said being a player, our budget commitment, keeps us in the game, this is costing us close to \$4 million to stay in the game for 1990. He asked about additional alternatives.

Ms. DeSpiegelaere stated that there were six alternatives identified in the financial analysis, some of these are included, but some of those are statewide sources and would be examined in that context, so they have not actually been thrown out when you look at regional sources funding.

Ms. DeSpiegelaere added that there is one item not being considered, and that is the income tax.

Commissioner Schaber commented that he would vote to keep us in the game next year, and take a real hard work as to spending those dollars.

Chairman Finley suggested that included in a resolution to be proposed that we state we are not considering the payroll tax.

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

WHEREAS, The Joint Light Rail Transit Advisory Committee has requested members of the committee to discuss and prioritize funding sources for capital costs of light rail transit with the appointing organizations of the membership; and

WHEREAS, The Ramsey County Regional Railroad Authority has studied and discussed the potential funding sources at a special meeting on November 21, 1989; Now, Therefore, Be It

RESOLVED, That the following position on funding of capital costs for light rail transit has been taken by Ramsey County Regional Railroad Authority:

1. The federal and state governments are important sources of funds for the capital costs of light rail transit.
2. Ramsey County Regional Railroad Authority has previously adopted a financial plan that examined six sources of funds for the capital costs of light rail transit, including sales tax, personal income tax, payroll tax, motor vehicle fuel tax, motor vehicle registration fees, and motor vehicle excise tax. These sources of state or regional funds should be considered as potential sources of funding for light rail transit.
3. Because of the difficulty in administering a payroll tax, that source of funds should no longer be considered for the capital costs of light rail transit.
4. The Rail Authority has no position at this time on fiscal disparities, pending the development of additional information by consultants on the effects of this tax on local units of government. In considering how to prioritize potential regional sources of funds for light rail transit as discussed at the November 15 Joint Light Rail Transit Advisory Committee meeting, the order of priority should be:

1. Regional sales tax collected and distributed by the Regional Transit Board.
2. Sales tax on gasoline in the metropolitan area.
3. Regional property tax collected and distributed by the Regional Transit Board.
4. Property tax levy by Regional Railroad Authorities.

Roll Call: Ayes - 6, Nays - 1 (McCarty)
Motion adopted.

R 89-68

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley
Originating Department

John T. Finley /s/ 12/13/89
Authorized Signature Date

Board Action Requested

Chairman's Comments

Request Justification

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

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
December 19, 1989

Signature

Date

Board Date

Signature

Date

12/13/89

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority

Originating Department

K. DeSpiegelaere
Authorized Signature

12/4/89
Date

Board Action Requested

Adopt Comprehensive Light Rail Transit for Ramsey County.

*Action is requested.

Request Justification

- See attached:
1. Proposed Resolution.
 2. Memorandum from K. DeSpiegelaere.
 3. Executive Summary of Comprehensive LRT Plan.
 4. Comprehensive LRT Plan.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

December 19, 1989

Signature

Signature

Date

12/13/89

Date

Board Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has adopted a Draft Comprehensive LRT Plan for Ramsey County; and

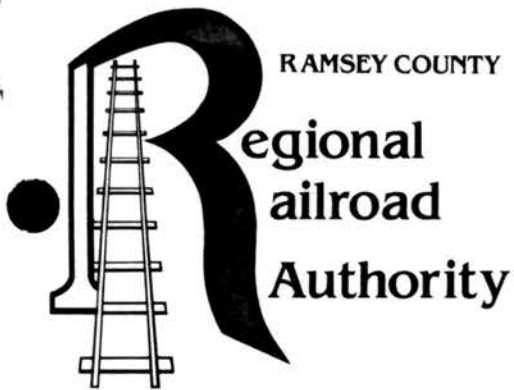
WHEREAS, A Public Review Period on the Plan extended from July 30 to October 12 and comments received on the Plan have been carefully considered by Ramsey County Regional Railroad Authority; and

WHEREAS, A Final Comprehensive LRT Plan has been prepared based on the comments received; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby adopts the Final Comprehensive LRT Plan for Ramsey County.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

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

SUBJECT: Adoption of Comprehensive LRT Plan

DATE: December 4, 1989

The Final Comprehensive LRT Plan has been prepared for your adoption and a copy of the Plan and an Executive Summary of it are attached.

A public review period was held on the Draft Comprehensive Plan, and you previously received copies of all comments on it. A public hearing, seven public forums, and several meetings were held during the review period.

You offered direction on October 30 at a work session on revisions that should be made by SRF to the Comprehensive LRT Plan, and they have been incorporated into the printed final version.

One change made from the draft to the final plan is that you ranked corridors within the 20-year plan as:

Midway - first
South - second
Northeast and Northwest - third

Other corridors are in a post-20 year implementation category.

Recommendation:

Consider the attached resolution adopting the Comprehensive LRT Plan for Ramsey County.

KD/blk
Attachment

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 12/11/89
Authorized Signature Date

Board Action Requested

Progress on Regional LRT Development and
Financial Plan

DISCUSSION ONLY

Request Justification

See attached: Memorandum from K. DeSpiegelaere with attachments

Budgeting and Accounting

Ed Blauvelt 12/12/89

County Attorney

Ken Macmillan

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

December 19, 1989

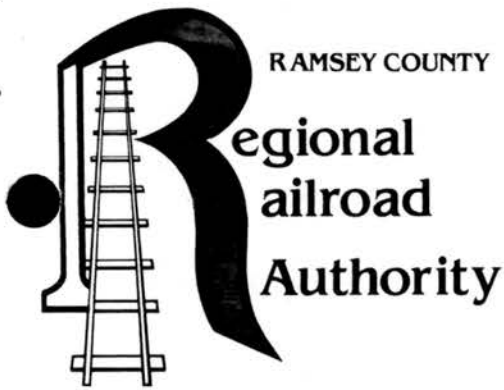
Board Date

Signature

12/13/89

Date

F L Glendon



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 *KA*

SUBJECT: Light Rail Transit Regional Development and
Financial Plan

DATE: December 8, 1989

The Light Rail Transit Regional Development and Financial Plan is being prepared by the Regional Transit Board.

Comment and Review

Elements of the Plan were reviewed by the Joint LRT Advisory Committee. Commissioners Ahrens and Hunt are members of that Committee. A copy of the motions adopted by the Committee is Attachment 1.

The Regional Transit Board has reviewed the Plan in its Policy Committee and at a hearing on December 18. The Joint LRT Advisory Committee meets again on December 20 to review comments and revise its recommendations, if desired.

The Metropolitan Council reviews and approves the Plan in January. It is to be presented to the State Legislature in February.

Financial Recommendations

The Joint LRT Advisory Committee adopted motions that federal, state and regional funding for LRT should be sought. Regional sources recommended for construction costs were sales tax, fiscal disparities and a sales tax on gasoline.

The Committee recommended that the Central (Midway) Corridor not pursue federal funding at this time so that LRT could be implemented there at the earliest opportunity.

Development Recommendations

Agreement was reached on the 20- and 10-year plans for light rail transit construction fairly easily by the Joint LRT Advisory Committee (Attachments 2 and 3). The five-year plan was the subject of debate by the Committee and alternative recommendations have been made on staging by others.

The Joint LRT Advisory Committee recommended these corridors in Ramsey County in the 20-year plan: Central, Northwest, Northeast, East and South. The 10-year plan includes Central and shorter sections of Northwest, Northeast and South in Ramsey County. The five-year plan recommended by the Joint LRT Advisory Committee included Central and South Corridors in Ramsey County (Attachment 4).

An alternative recommendation presented by Michael Ehrlichmann, Chair of the Regional Transit Board, groups corridors in A, B, C and D categories for implementation. Group A is the Central Corridor, the two downtowns and the yards and shops. Central is the only corridor in Group A. This is consistent with the technical data gathered in the study that reaffirms that the Central Corridor is the most likely candidate for a successful LRT corridor in the metropolitan area.

The premise for what is termed the ABC plan is that the technical differences among many of the candidate LRT corridors (with the exception of Central) are small and therefore it is difficult to define what other corridors should be part of the five-year plan. The corridors in Group B would be constructed as they are ready and as funding is available for them. The South Corridor from downtown St. Paul into Dakota County is in Group B. Group C includes the St. Paul Northeast and St. Paul Northwest Corridors. Right of way acquisition and environmental impact statements may be completed for these corridors. Group D includes the remainder of the corridors in the 20-year plan. Right of way preservation and planning studies are recommended as appropriate for those corridors.

Background Reading

I will obtain copies of the Development and Financial Plan for you when it is completed. Attachment 5 is a list of briefing papers prepared thus far on the Plan. Because the number of pages is extensive, I have not copied each of the papers, but will make a copies of them for you if you let me know what you'd like to have.

Status

Meetings on the Plan are occurring between the time this is

written and your December 19 Regional Railroad Authority meeting so there may be additional information to report on that date. Chairman Finley, as a member of the Regional Transit Board, will be able to provide you with a summary of current events.

**REPORT OF THE
JOINT LRT ADVISORY COMMITTEE
TO THE REGIONAL TRANSIT BOARD

LRT DEVELOPMENT AND FINANCIAL PLAN**

DECEMBER 6, 1989

**APPROVED FOR SUBMITTAL TO THE
POLICY COMMITTEE OF THE
REGIONAL TRANSIT BOARD
ON DECEMBER 6, 1989**

REPORT OF THE JOINT LRT ADVISORY COMMITTEE

LRT DEVELOPMENT AND FINANCIAL PLAN

The following motions have been passed by the Joint LRT Advisory Committee and, in combination, represent the Committee's recommendations to the Regional Transit Board on the LRT Development and Financial Plan.

TWENTY-YEAR LRT PLAN

1. That the Joint LRT Advisory Committee approve the Maximum 20-Year Regional Light Rail Transit Plan, as presented in Briefing Paper #9, with the understanding that the plan is subject to review and modification as further information becomes available. (Exhibit 1)
2. That the St. Paul East (I-94) corridor be included in the 20-Year LRT Plan.
3. That the Joint LRT Advisory Committee approve the post 20-year LRT corridors as presented in Briefing Paper #6 with the four additional corridors suggested by committee members: I-94 East and Ramsey County Northeast extension (both pending final action by Washington County), east/west corridor north of Highway 55 in Hennepin County, and either the corridor along the Soo Line or the corridor along the Chicago-Northwestern in Scott County. (Exhibit 2)
4. That Mn/DOT, counties and municipal governments be requested to give special attention to the needs of LRT in all highway construction, and in particular in bridge construction, in accordance with the LRT Development and Financial Plan.

TEN-YEAR PLAN

1. That the Joint LRT Advisory Committee adopt the proposed Maximum Ten-Year Plan, without corridor ranking, as presented in Briefing Paper #11. (Exhibit 3)
2. That an average capital investment of approximately \$130 million per year be assumed for purposes of staging LRT construction during the first ten-year period.

STAGING PLAN

1. That the following system components and corridor segments be included in the five-year Stage 1 plan: Minneapolis and St. Paul downtown LRT systems; yards and shops; Central Corridor (CBD to CBD); Hiawatha Corridor to GSA Building; Minneapolis Northeast--Northtown (Central Avenue alignment); St. Paul South to 110; Hennepin County Northwest; and Hennepin County Southwest. (Exhibit 4)

2. That the following corridor segments be included in the Stage 2 (1998-2002) plan:
 - Minneapolis South to T.H. 13 (subject to decision on preferred alternative in the I-35W EIS)
 - St. Paul Northeast to I-694
 - St. Paul Northwest to County Road C
 - Hiawatha to Lindbergh Terminal
3. That construction may begin on a corridor if it meets the following conditions: all environmental approvals are obtained; full funding is available to support the corridor's capital cost; final design is completed and has received all required approvals; the corridor can be operated efficiently in coordination with other lines constructed or under construction; and existing transit services are coordinated within the corridor.

FEDERAL AND STATE FUNDING:

1. That the Joint LRT Advisory Committee recommend that federal funding continue to be pursued, where appropriate, while proceeding to pursue state and local funding to avoid possible delays by the federal government.
2. That it will be the goal of the region to obtain 20 percent federal and 30 percent state funding for the ten-year LRT plan.
3. That, to be conservative, an assumption of 30 percent combined federal and state funding be used for estimating necessary regional and local revenue contributions and setting local/regional levies.
4. That federal funds be sought by the RTB for individual corridors which are strongest in meeting federal eligibility requirements to assure the best chance to maximize federal funding.
5. That the following corridors pursue the federal environmental review requirements to assure eligibility for federal funding:
 - Hiawatha Corridor - Request that UMTA approve the existing Federal Highway Administration (FHWA) EIS.
 - Minneapolis Northeast Corridor - Pursue an Alternatives Analysis/Draft EIS (AA/DEIS) with a completion goal of 18-20 months from initiation.
 - I-35W - Complete the federal EIS which is currently being prepared with UMTA as a cooperating agency.
6. That the Central Corridor and the two downtown distribution systems not pursue federal funding to ensure the earliest possible implementation of the highest priority corridor. The above would be subject to modification dependent upon changing federal regulations.

7. That construction should proceed on Stage 1 corridors without waiting for federal funds if state or regional monies become available to fully fund the Stage 1 system.
8. That state funds be allocated to individual corridors on a sliding scale relationship to federal funds.
9. That corridors that meet technical performance thresholds and have obtained the necessary environmental and design approvals be eligible for up to 50 percent combined federal and state matching funds.
10. That the yards and shops be given first priority in the allocation of available state funds.

REGIONAL FUNDING:

1. That the RTB seek authorization from the legislature for a regional tax to support the construction of LRT. That tax should be based on the following unranked priorities set by the LRT Advisory Committee: 40 percent of growth or whatever dollar amount is needed, whichever is less, of fiscal disparities (commercial/industrial property tax), sales tax on gasoline (if constitutional), and regional sales tax.
2. That any regional tax include a method for feathering or redistribution of taxes for those counties that contribute taxes but receive limited short- to mid-term benefits from the system.
3. That the request for authorization of any new regional tax for LRT be tied to a funding package for other transportation/transit needs in the metropolitan area.
4. That until a new regional revenue source is authorized, the RTB seek bonding authority supported by the RTB property tax levy.
5. That regional funds be allocated to individual corridors based on priorities established in the LRT Development and Financial Plan.
6. That, if federal funds or state monies are not available, the yards and shops be funded 100 percent with regional funds. Advance funding for yard and shops by any regional railroad will be reimbursed.

FUNDING BY REGIONAL RAILROAD AUTHORITIES:

1. That levying by regional railroad authorities continue if and when chosen to use by a railroad authority.
2. That the Regional Railroad Authorities retain their current property tax levy authority for LRT.
3. That Regional Railroad Authorities may construct any LRT corridor within the maximum ten-year plan if appropriate environmental and design approvals, including approval from the RTB, have been obtained.

4. That if no regional funds are available, the regional railroad authorities may proceed with construction of approved Stage 1 corridors using 100 percent county funds. Advance funding for Stage 1 construction would be reimbursed to the regional railroad authorities for the budgeted amount of construction if and when a regional revenue source is authorized.
5. That the regional railroad authorities aggressively seek private participation in the funding of LRT construction, particularly for transit stations.

FUNDING FOR LRT OPERATIONS

1. That MVET funds be increased for purposes of LRT operation.
2. That RTB increase its property tax levy as needed to supplement MVET funds for LRT operation.

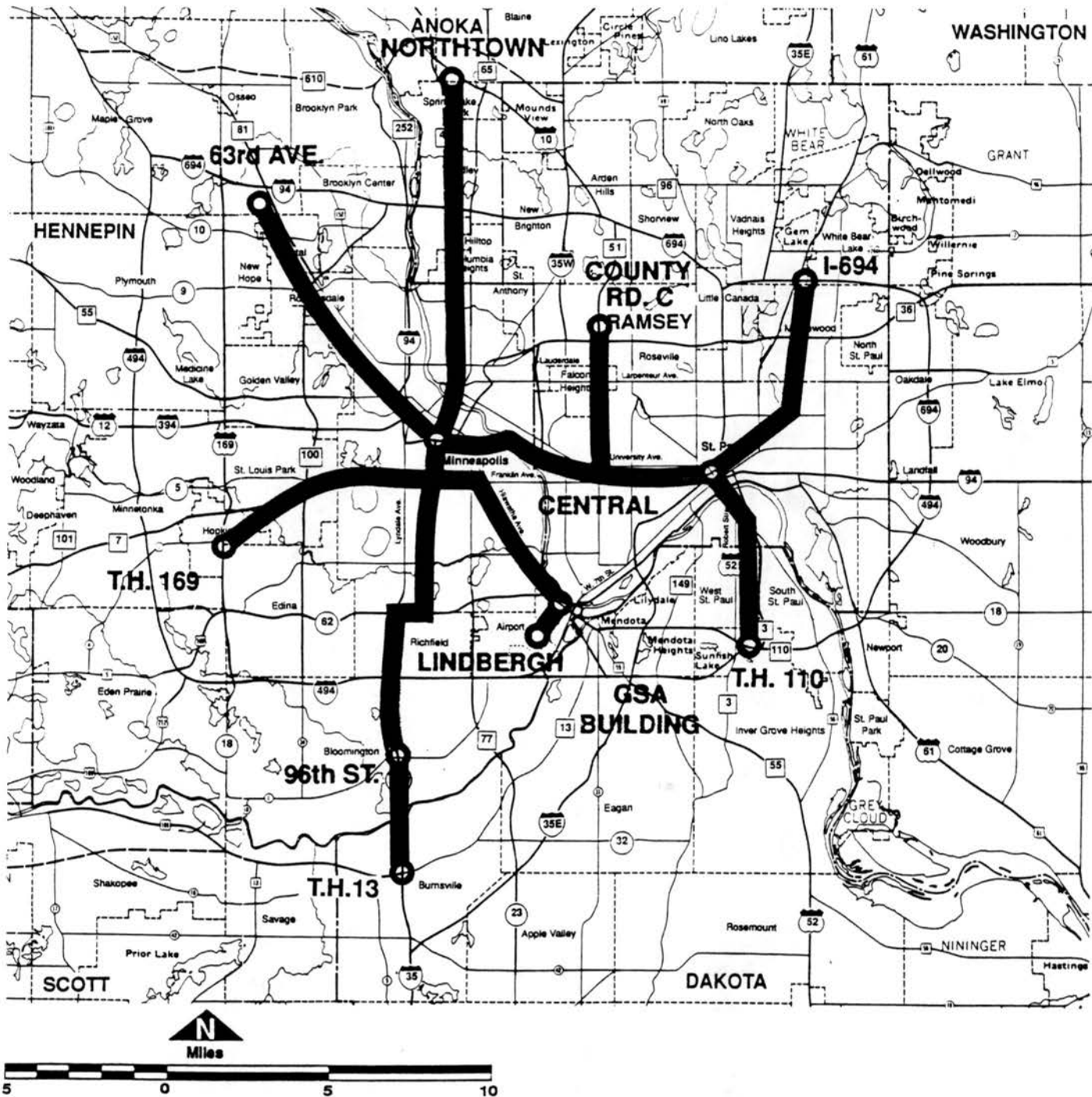
UPDATE OF LRT DEVELOPMENT AND FINANCIAL PLAN

1. The LRT Development and Financial Plan should be reviewed and priorities should be reevaluated every year as part of the RTB's update of the Five-Year Transit Plan.
2. Changes in corridor priorities should be based on the following conditions: selection of corridor alignment, outcome of environmental review process, significant changes in cost, significant changes in patronage forecasts, and any other significant changes in projected performance of the corridor.



 **MAXIMUM 20-YEAR LRT PLAN
RECOMMENDED BY THE JOINT LRT
ADVISORY COMMITTEE** **EXHIBIT 1**

SRF/BRW/SPRINGSTED 9

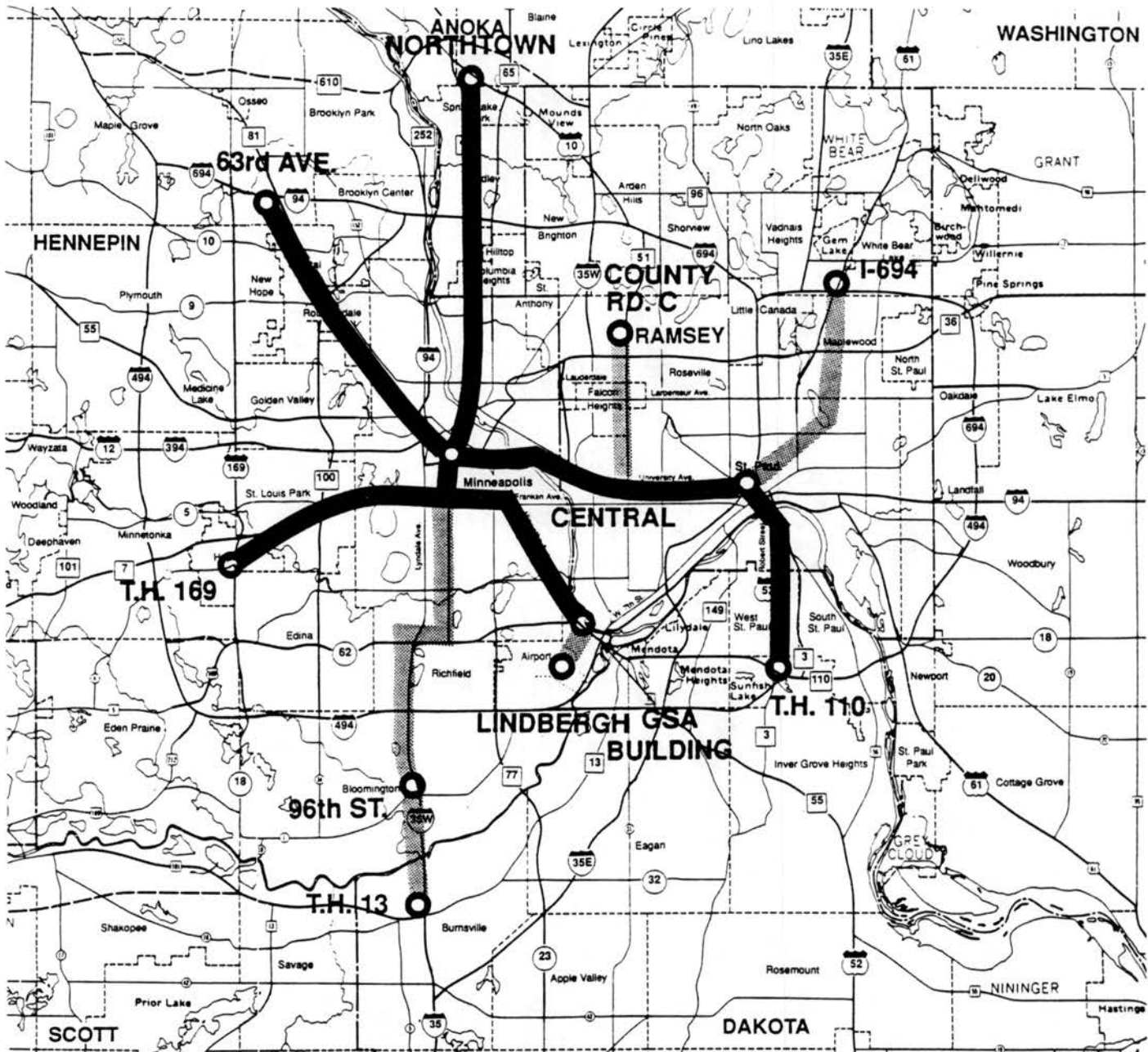


LIGHT RAIL TRANSIT DEVELOPMENT AND FINANCIAL PLAN

**MAXIMUM 10-YEAR PLAN
RECOMMENDED BY THE JOINT
LRT ADVISORY COMMITTEE**



EXHIBIT 3



LEGEND

- STAGE 1**
(5 YEARS)
- STAGE 2**
(10 YEARS)

LIGHT RAIL TRANSIT DEVELOPMENT AND FINANCIAL PLAN

**JOINT LRT ADVISORY COMMITTEE
RECOMMENDATIONS ON STAGING**



EXHIBIT 4

APPENDIX D

LIST OF BRIEFING PAPERS

1. Work Plan and Schedule (September 28, 1989)
2. Review of Existing Light Rail Transit Plans (September 28, 1989)
3. Evaluation Criteria and Methodology (Revised October 19, 1989)
4. Financial Forum (September 28, 1989)
5. Report on LRT Financial Forum (October 11, 1989)
6. Corridor Segments for Purposes of Analysis (Revised October 30, 1989)
7. Patronage Forecasts for Candidate LRT Corridors (Revised November 8, 1989)
8. Estimated Capital and Operating/Maintenance Costs for Candidate LRT Corridors (Revised November 8, 1989)
9. Evaluation of Candidate Corridors and Proposed Twenty-Year Regional LRT Plan (Revised November 8, 1989)
10. Alternative Financing Scenarios for the Regional Share of LRT Capital Costs (November 10, 1989)
11. Preliminary Evaluation of Staging Alternatives (November 14, 1989)
12. Recommended Premises for LRT Capital Financing (November 13, 1989)
13. Evaluation of Alternatives for Staging LRT Construction (November 22, 1989)
14. Local and Regional Financing Alternatives (November 22, 1989)

Unnumbered publications:

- Policy Statement and Goals (November 13, 1989)
- Case Studies on Transit Financing (November 15, 1989)
- Suggested Motions on Proposed Staging Plan (November 22, 1989)
- Suggested Motions on Proposed Financial Plan (November 22, 1989)
- Report of the Joint LRT Advisory Committee (December 6, 1989)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority Originating Department <u>K. DeSpiegelaere</u> <u>12/11/89</u> Authorized Signature Date	Board Action Requested Authorize submission of grant application to Mn/DOT for \$250,000 for Northeast and South Corridor alignment studies ACTION IS REQUESTED
---	---

Request Justification

- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere
 3. Letter from Michael Ehrlichmann, RTB
 4. Grant application

Budgeting and Accounting <u>Ed Seguritz</u> <u>12/12/89</u> County Attorney <u>[Signature]</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
---	---------------------------------------

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>December 19, 1989</u>	<u>J. L. Glendinning</u>	<u>12/13/89</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has completed a Comprehensive Light Rail Transit Plan for Ramsey County that identifies the Northeast and South Corridors as part of a Phase I system for light rail transit; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the submission of a grant application for alignment studies in the Northeast and South Corridors at an estimated total cost of \$500,000 and affirms its commitment to fund 50%, estimated to be \$250,000 if the grant funds are received.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

Memorandum

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

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

Subject: Grant Application to Mn/DOT

Date: December 11, 1989

The Minnesota Department of Transportation (Mn/DOT) and Regional Transit Board have indicated that they would view favorably an application from Ramsey County Regional Railroad Authority for funds for alignment studies for the Northeast Corridor and the South Corridor. A copy of the application is attached. A previous application has resulted in an award of \$914,371 to Ramsey County Regional Railroad Authority (see November 21 letter from Michael Ehrlichmann, Chair of the Regional Transit Board, to Commissioner of Transportation Leonard Levine).

Your approval of the resolution authorizing submittal of the application to Mn/DOT is requested. Mn/DOT would provide 50% of the funds for the proposed work, a total of \$250,000. The 50% match has previously been approved in the 1990 Rail Authority budget.

The South Corridor study would be done in coordination with Dakota County Regional Railroad Authority. The application indicates that additional funds may be requested for further studies on the South Corridor; that decision is dependent upon its placement within the Regional Transit Board's Light Rail Transit Development and Financial Plan. If the South Corridor is prominent, additional work may be initiated on it by Dakota and Ramsey County Regional Railroad Authorities.

Recommendation:

Authorize submittal of the grant application to Mn/DOT for LRT funds.



November 21, 1989

Leonard Levine, Commissioner
Minnesota Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Levine:

The Regional Transit Board (RTB) has completed its review of the four applications received by the Minnesota Department of Transportation for fiscal year 1990 light rail transit (LRT) funds. On November 20, 1989, the RTB approved allocation of these funds as follows:

Anoka	-	\$385,569
Dakota	-	\$63,260
Hennepin	-	\$2,044,800
Ramsey	-	\$914,371

During the review period, Ramsey County indicated its desire to utilize part of its allocation for alignment studies in the St. Paul Northeast and South corridors. The RTB took action to allow Ramsey County to apply to Mn/DOT for use of the funds for this purpose. Such an application would be subject to approval by the RTB.

Enclosed is a copy of the staff report that describes the applications.

Sincerely,



Michael J. Ehrlichmann
Chair

cc: Doug Differt/Darryl Durgin/Randy Halvorson--Mn/DOT
Paul McCarron/Tim Yantos--Anoka County
Earl Gnan/Roger Gustafson--Carver County
Donald Chapdelaine/Allen Moe--Dakota County
Jeff Spartz/Ken Stevens--Hennepin County
John Finley/Kathryn DeSpiegelaere--Ramsey County
Bill Konarski/Joe Ries--Scott County
Russ Larkin/Larry Bousquet--Washington County
Greg Andrews/Judy Hollander/Howard Blin--RTB

GRANT APPLICATION
FOR
PLANNING FOR NORTHEAST AND SOUTH CORRIDORS

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
DECEMBER, 1989

This application is submitted by Ramsey County Regional Railroad Authority to the Minnesota Department of Transportation (Mn/DOT) for planning funds for LRT alignment studies for the Northeast and South Corridors.

The South Corridor Study will be done in coordination with Dakota County Regional Railroad Authority.

The Minnesota Department of Transportation and Regional Transit Board have previously indicated that Ramsey County Regional Railroad Authority (RCRRA) could borrow a portion of funds currently designated to RCRRA for preliminary engineering for the Midway Corridor, but not required until late 1990 when more Mn/DOT funds will be available, to initiate these activities on the Northeast and South Corridors. An application from Dakota County Regional Railroad Authority for planning funds for the South Corridor has already been approved.

Northeast Corridor Application

The Northeast Corridor Study will consider light rail transit (LRT) alignments between downtown St. Paul and the North border of Ramsey County.

This corridor, considered in the Metropolitan Council's 1986 Long Range Transit Analysis, is recommended for LRT within 20 years in Ramsey County Regional Railroad Authority's 1989 Comprehensive LRT Plan and is recommended for LRT in 10 years in the Regional Transit Board's 1990 Development and Financial Plan for LRT. A map illustrating it is attached.

A request is made for \$200,000 for 50% of the cost of this project to the Minnesota Department of Transportation. The project is expected to be initiated immediately.

- o Discussion of the purpose, goals, and objectives for LRT within the county and region.

Goals for LRT have been established by Ramsey County Regional Railroad Authority, the Metropolitan Council, and the Regional Transit Board. Ramsey County Regional Railroad Authority's (RCRRA) goals 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.
2. To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.
3. To enhance economic development in Ramsey County.
4. To decrease costs of transportation services in Ramsey County.
5. To respond to mobility needs in Ramsey County.
6. To reduce environmental impacts associated with the automobile in Ramsey County.
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.

- o Discussion of the analysis process that will be used.

The work program (page 6) identifies what will be analyzed for this project.

- o Discussion of the project management structure including identification of all public jurisdiction, private sector, and consultant involvement.

This is identified in the work program.

- o Discussion of the projected sources of estimated funds to pursue preliminary engineering, design, and construction.

The Regional Transit Board's Development and Financial Plan will address this topic.

- o Work plan for comprehensive planning project that illustrates the time frame for completion of tasks.

This is identified in the work program.

- o Comprehensive plan project budget that at minimum includes:

	Total	Mn/DOT Request	Tax Levy
- personnel expenses	\$100,000	\$50,000	\$50,000
- fringe benefit expenses	-	-	-
- indirect charges (office, phone, mailing, etc.)	-	-	-
- consultant/contractual expenses	300,000	150,000	150,000
- printing/document production expenses	-	-	-
- travel expenses	-	-	-
- supply expenses	-	-	-
- other expenses	-	-	-
- source and amount of local match (tax levy)	-	-	200,000
- amount of state LRT funds	-	200,000	-
- total project cost	\$400,000	-	-

South Corridor Application

The South Corridor Study will consider light rail transit (LRT) alignments south from downtown St. Paul into Dakota County.

This corridor, considered in the Metropolitan Council's 1986 Long Range Transit Analysis, is recommended for LRT within 20 years in Ramsey County Regional Railroad Authority's 1989 Comprehensive LRT Plan and is recommended for LRT in the Regional Transit Board's 1990 Development and Financial Plan for LRT. A map illustrating it is attached.

A request is made for \$50,000 for 50% of the cost to Ramsey County Regional Railroad Authority of this project to the Minnesota Department of Transportation. A request by Dakota County Regional Railroad Authority for funds for this project was previously approved. This would be a coordinated project of both Regional Railroad Authorities. The project is expected to be initiated in early 1990.

- o Discussion of the purpose, goals, and objectives for LRT within the county and region.

Goals for LRT have been established by Ramsey County Regional Railroad Authority, the Metropolitan Council, and the Regional Transit Board. Ramsey County Regional Railroad Authority's (RCRRA) goals 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.
2. To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.
3. To enhance economic development in Ramsey County.
4. To decrease costs of transportation services in Ramsey County.
5. To respond to mobility needs in Ramsey County.
6. To reduce environmental impacts associated with the automobile in Ramsey County.
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.

- o Discussion of the analysis process that will be used.

The work program (Page 14) identifies what will be analyzed for this project.

- o Discussion of the project management structure including identification of all public jurisdiction, private sector, and consultant involvement.

This is identified in the work program.

- o Discussion of the projected sources of estimated funds to pursue preliminary engineering, design, and construction.

The Regional Transit Board's Development and Financial Plan will address this topic.

- o Work plan for comprehensive planning project that illustrates the time frame for completion of tasks.

This is identified in the work program.

- o Comprehensive plan project budget that at minimum includes:

	RCRRA Total	Mn/DOT Request	RCRRA Tax Levy
- personnel expenses	\$30,000	\$15,000	\$15,000
- fringe benefit expenses	-	-	-
- indirect charges (office, phone, mailing, etc.)	-	-	-
- consultant/contractual expenses	70,000	35,000	35,000
- printing/document production expenses	-	-	-
- travel expenses	-	-	-
- supply expenses	-	-	-
- other expenses	-	-	-
- source and amount of local match (tax levy)	-	-	50,000
- amount of state LRT funds	-	50,000	-
- total Ramsey County project cost	\$100,000	-	-

- o Additional funds may be requested in 1990 for preparation of an Environmental Impact Statement and Preliminary Engineering for this project.

Work Program
LRT Alignment Study
Ramsey County Northeast Corridor

Background

Studies of light rail transit in the Twin Cities region have previously identified the Northeast Corridor in Ramsey County as a location with potential for light rail transit (LRT). The comprehensive LRT Plan for Ramsey County, completed in 1989, identified the Northeast Corridor as having potential for LRT in the next 20 years (map attached). The Regional Transit Board's 1990 Development and Financial Plan is expected to include portions of the Northeast Corridor in both its 10- and 20-year plans.

A specific alignment for light rail transit has not been selected in the Northeast Corridor, and the purpose of this study is to develop the information to assist in that task.

The Northeast Corridor is defined as an area extending generally from downtown St. Paul to the north border of Ramsey County and from I-35E to White Bear Avenue.

It is anticipated that consultant services will be used for this study.

Objectives

The objectives of the Northeast Corridor LRT Alignment Study are:

1. To assess the suitability of various alternative locations for LRT within the Northeast Corridor that will accomplish goals for LRT established by Ramsey County Regional Railroad Authority.
2. To select a preferred alignment for LRT.
3. To identify additional steps toward implementation of LRT in the Northeast Corridor.

Task 1 - Project Initiation Activities

Project initiation activities will include meetings between the consultants and Ramsey County Regional Railroad Authority (RCRRA) staff to refine the work program and to establish progress and accounting procedures.

A review of previous studies and mapping needs will occur. The community participation process will be established.

Product: Work Program
Responsibility for product: Consultant
Due Date: One month after contract approval

Task 2 - Development of Alignment Alternatives

This task will identify the alignment alternatives for LRT in the Northeast Corridor. In addition to alignments identified in the RCRRA Comprehensive LRT Plan, Willard Munger Trail, T.H. 61, Burlington Northern and Arcade Street, other potential alignments will be considered. Alignments will be identified on the basis of community participation and information generated by the consultant. Evaluation criteria will be developed for the alignments.

Products: Memorandum on Alignment Alternatives
Responsibility: Consultant
Due Date: Four months after contract approval

Task 3- Coordination Memorandum

Alignments in the Northeast Corridor are the responsibility of various jurisdictions. This task will identify the opportunities and constraints associated with the alignments to be considered and define coordination requirements. Examples of information to be collected are:

1. The Minnesota Department of Transportation's plans for I-35E, T.H. 61, and T.H. 36.
2. Minnesota Department of Natural Resources' plans for Willard Munger trail.
3. Ramsey County and cities' plans for roads in the Northeast Corridor.
4. Burlington Northern's right of way availability.
5. City of St. Paul and Ramsey County trail plans.

An additional part of this task will be to identify how LRT in the Northeast Corridor can link with other LRT projects in the region.

Product: Memorandum on Coordination
Responsibility: Consultant
Due Date: Five months after contract approval

Task 4 - Analysis of Alignments

Task 3 will include a detailed analysis of alternative alignments in the Northeast Corridor. A two-step process will be used to screen candidate alignments. The first step will evaluate alignment feasibility on the basis of criteria developed in Task 2. Those alignments showing promise in initial screening will be carried to step two for more detailed analysis. The criteria developed in Task 2 will assist in this effort. Information developed will include:

- o traffic impacts
- o right of way
- o ridership
- o feeder bus requirements and service
- o land use impacts
- o environmental impacts
- o capital costs
- o operating costs
- o development impacts
- o safety
- o station spacing and location
- o connection to downtown alignments

<u>Products:</u>	o Memorandum on Alignment Analysis o Recommendation for preferred alignment
<u>Responsibility:</u>	Consultant
<u>Due Date:</u>	Seven months after contract approval

Task 5 - Draft Alignment Report

Based on the information developed in the previous tasks, a draft report analyzing and recommending an alignment for the Northeast Corridor will be prepared.

Product: Draft Alignment Report
Responsibility: Consultant
Due Date: Eight months after contract award

Task 6 - Public Review

The Draft Alignment Report will be circulated for public review and comment.

Responsibility:

- o The consultant will be responsible for report printing and mailing and distribution.
- o RCRRA will be responsible for public hearings and meetings. The consultant will assist with physical arrangements, graphics' needs and slide presentations.
- o A public involvement record that includes comments received on the study will be prepared by RCRRA.

Due Date: Eleven months after contract award

Task 7 - Community Participation

This process will involve affected agencies and citizens. It will include:

- o A Northeast Corridor Task Force, meeting one to two times per month, comprised of citizen and business representatives.
- o Public presentations and forums
- o Mailings to affected residents
- o Coordination with these organizations:
 - Ramsey County
 - Cities of St. Paul, Maplewood, White Bear Lake, Vadnais Heights, Gem Lake, Little Canada
 - White Bear Township
 - Minnesota Department of Transportation
 - Minnesota Department of Natural Resources
 - Washington County
 - Metropolitan Council
 - Metropolitan Transit Commission
 - Regional Transit Board
 - District Councils
 - Business organizations
- o An Intergovernmental Committee (elected or appointed officials) and Technical Committee (technical staff) will be participants in this process.
- o Work sessions may be held at intervals with RCRRA Commissioners and presentations may be required by consultants at RCRRA meetings.
- o Newsletters

Responsibility: The consultant will have a major role assisting RCRRA with this activity. The consultant will locate meeting facilities, provide required equipment and supplies, take minutes, send mailings, prepare graphics.

Due Date: Ongoing throughout project.

Task 8 - Final Alignment Report

A final report will be prepared based on comments received on the draft report.

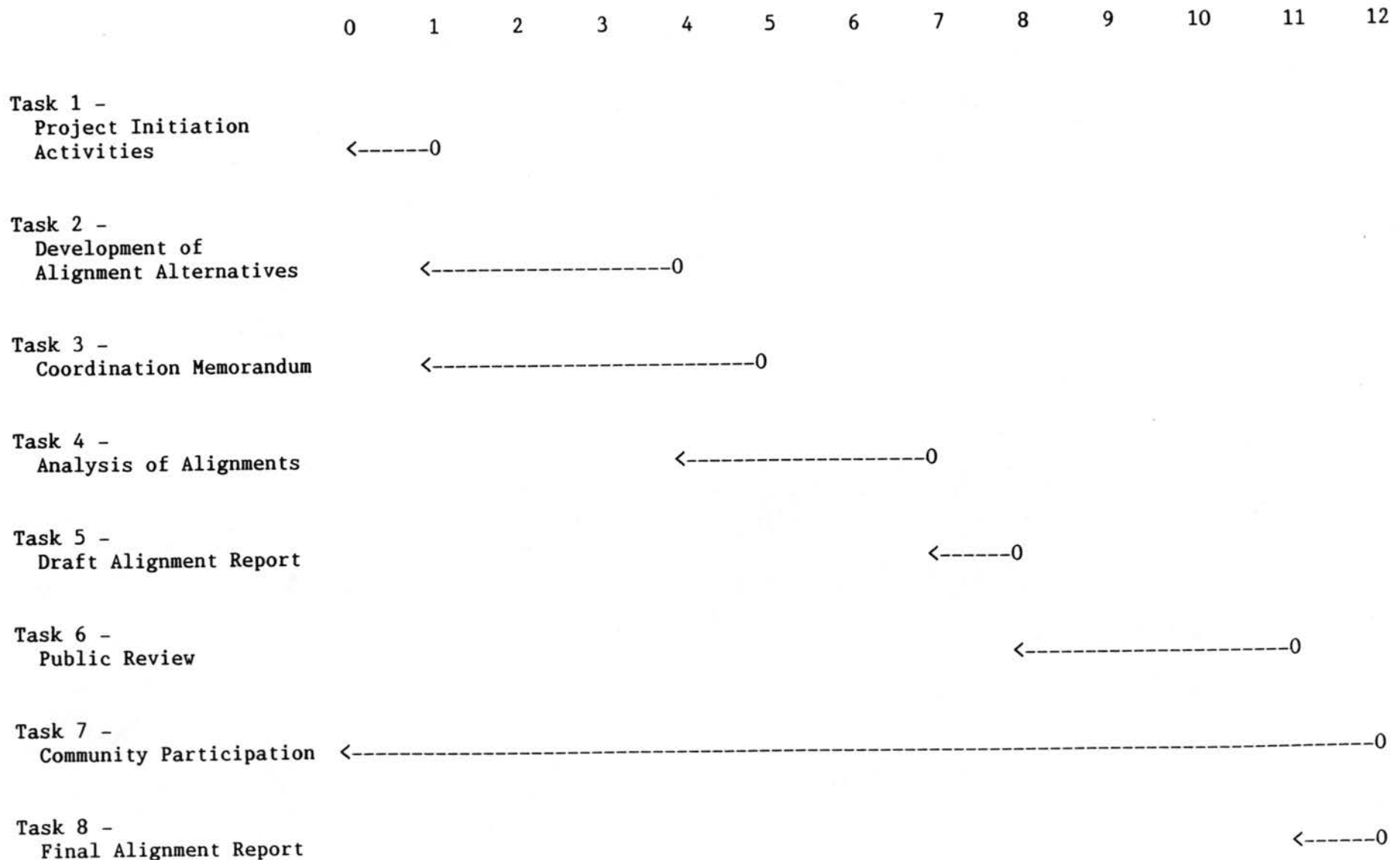
The final report will include recommendations on alignment and on additional steps for implementing LRT in the Northeast Corridor.

Product: Final Alignment Report

Responsibility: Consultant will print and distribute report

Due Date: Twelve months after contract award

Time Schedule
Northeast Corridor Alignment Study
Time from Contract Award (Months)



**Work Program
LRT Alignment Study
Ramsey and Dakota Counties South Corridor**

Background

Studies of light rail transit in the Twin Cities region have identified the South Corridor in Ramsey and Dakota Counties as a location with potential for light rail transit (LRT). The comprehensive LRT Plan for Ramsey County, completed in 1989, identified the South Corridor as having potential for LRT in the next 20 years (map attached). The Regional Transit Board's 1990 Development and Financial Plan is expected to include portions of the South Corridor in both its 10- and 20-year plans.

A specific alignment for light rail transit has not been selected in the South Corridor, and the purpose of this study is to develop the information to assist in that task. Additional funds may be requested in 1990 for preparation of an Environmental Impact Statement and preliminary engineering for this project.

The South Corridor is defined as an area extending generally from downtown St. Paul to south in the vicinity of Robert Street and Lafayette Freeway.

It is anticipated that consultant services will be used for this study, and it will be conducted jointly by Ramsey and Dakota County Regional Railroad Authorities.

Objectives

The objectives of the South Corridor LRT Alignment Study are:

1. To assess the suitability of various alternative locations for LRT within the South Corridor that will accomplish goals for LRT established by Ramsey County and Dakota County Regional Railroad Authorities.
2. To select a preferred alignment for LRT.
3. To identify additional steps toward implementation of LRT in the South Corridor.

Task 1 - Project Initiation Activities

Project initiation activities will include meetings between the consultants and Dakota and Ramsey County Regional Railroad Authority staff to refine the work program and to establish progress and accounting procedures.

A review of previous studies and mapping needs will occur. The community participation process will be established.

<u>Product:</u>	Work Program
<u>Responsibility for product:</u>	Consultant
<u>Due Date:</u>	One month after contract approval

Task 2 - Development of Alignment Alternatives

This task will identify the alignment alternatives for LRT in the South Corridor. In addition to alignments identified in the Comprehensive LRT Plans, other potential alignments will be considered. Alignments will be identified on the basis of community participation and information generated by the consultant. Evaluation criteria will be developed for the alignments.

<u>Products:</u>	Memorandum on Alignment Alternatives
<u>Responsibility:</u>	Consultant
<u>Due Date:</u>	Three months after contract approval

Task 3- Coordination Memorandum

Alignments in the South Corridor are the responsibility of various jurisdictions. This task will identify the opportunities and constraints associated with the alignments to be considered and define coordination requirements.

An additional part of this task will be to identify how LRT in the South Corridor can link with other LRT projects in the region.

Product: Memorandum on Coordination
Responsibility: Consultant
Due Date: Four months after contract approval

Task 4 - Analysis of Alignments

Task 3 will include a detailed analysis of alternative alignments in the South Corridor. A two-step process will be used to screen candidate alignments. The first step will evaluate alignment feasibility on the basis of criteria developed in Task 2. Those alignments showing promise in initial screening will be carried to step two for more detailed analysis. The criteria developed in Task 2 will assist in this effort. Information developed will include:

- o traffic impacts
- o right of way
- o ridership
- o feeder bus requirements and service
- o land use impacts
- o environmental impacts
- o capital costs
- o operating costs
- o development impacts
- o safety
- o station spacing and location
- o connection to downtown alignments

Products: o Memorandum on Alignment Analysis
 o Recommendation for preferred alignment
Responsibility: Consultant
Due Date: Six months after contract approval

Task 5 - Draft Alignment Report

Based on the information developed in the previous tasks, a draft report analyzing and recommending an alignment for the South Corridor will be prepared.

Product: Draft Alignment Report
Responsibility: Consultant
Due Date: Seven months after contract award

Task 6 - Public Review

The Draft Alignment Report will be circulated for public review and comment.

Responsibility:

- o The consultant will be responsible for report printing and distribution.
- o Rail authority staff will be responsible for public hearings and meetings. The consultant will assist with physical arrangements, graphics' needs, and slide presentations
- o A public involvement record that includes comments received on the study will be prepared by rail authority staff

Due Date: Ten months after contract award

Task 7 - Community Participation

This process will involve affected agencies and citizens. It may include:

- o A South Corridor Task Force, meeting one to two times per month, comprised of citizen and business representatives.
- o Public presentations and forums
- o Mailings to affected residents
- o Coordination with these organizations:
 - Ramsey County
 - Dakota County
 - Affected Cities
 - Minnesota Department of Transportation
 - Metropolitan Council
 - Metropolitan Transit Commission
 - Regional Transit Board
 - District Councils
 - Business organizations
- o Work sessions may be held at intervals with Commissioners and presentations may be required by consultants at rail authority meetings.

Responsibility: The consultant will have a major role assisting rail authority staff with this activity. The consultant will locate meeting facilities, provide required equipment and supplies, take minutes, send mailings, prepare graphics.

Due Date: Ongoing throughout project.

Task 8 - Final Alignment Report

A final report will be prepared based on comments received on the draft report.

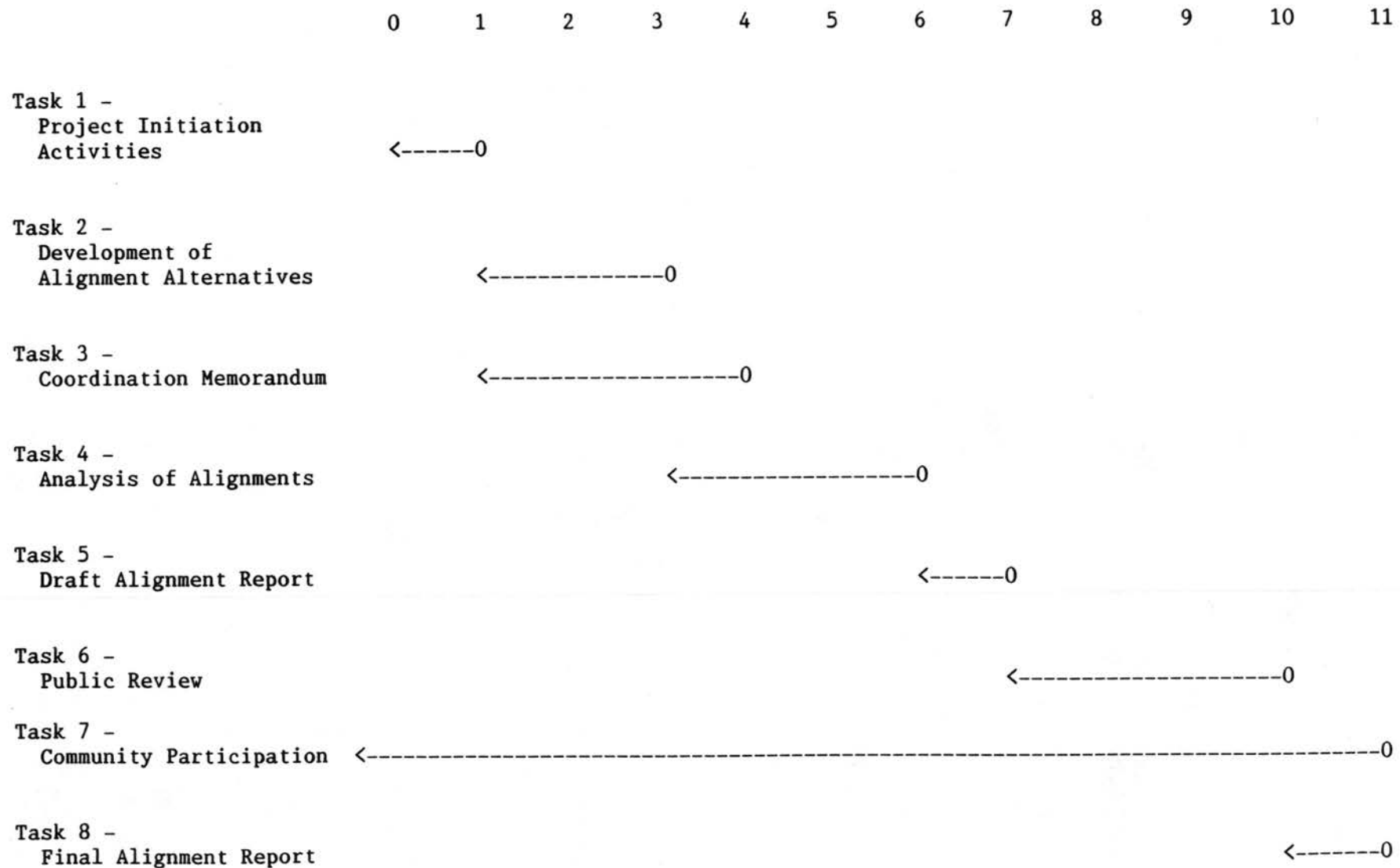
The final report will include recommendations on alignment and on additional steps for implementing LRT in the South Corridor.

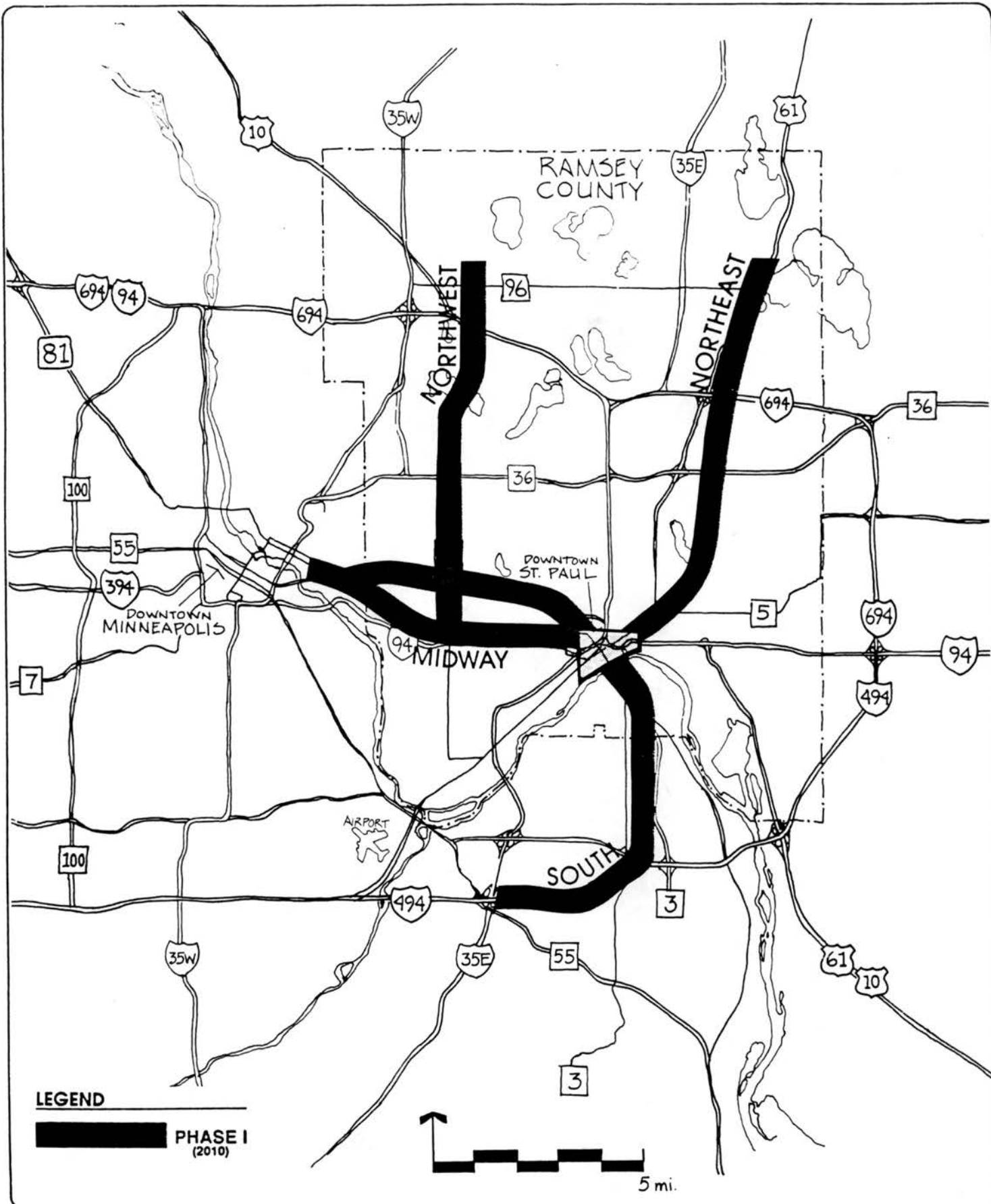
Product: Final Alignment Report

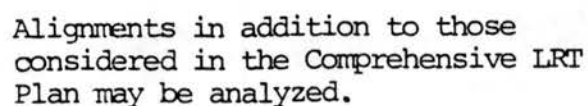
Responsibility: Consultant will print and distribute report

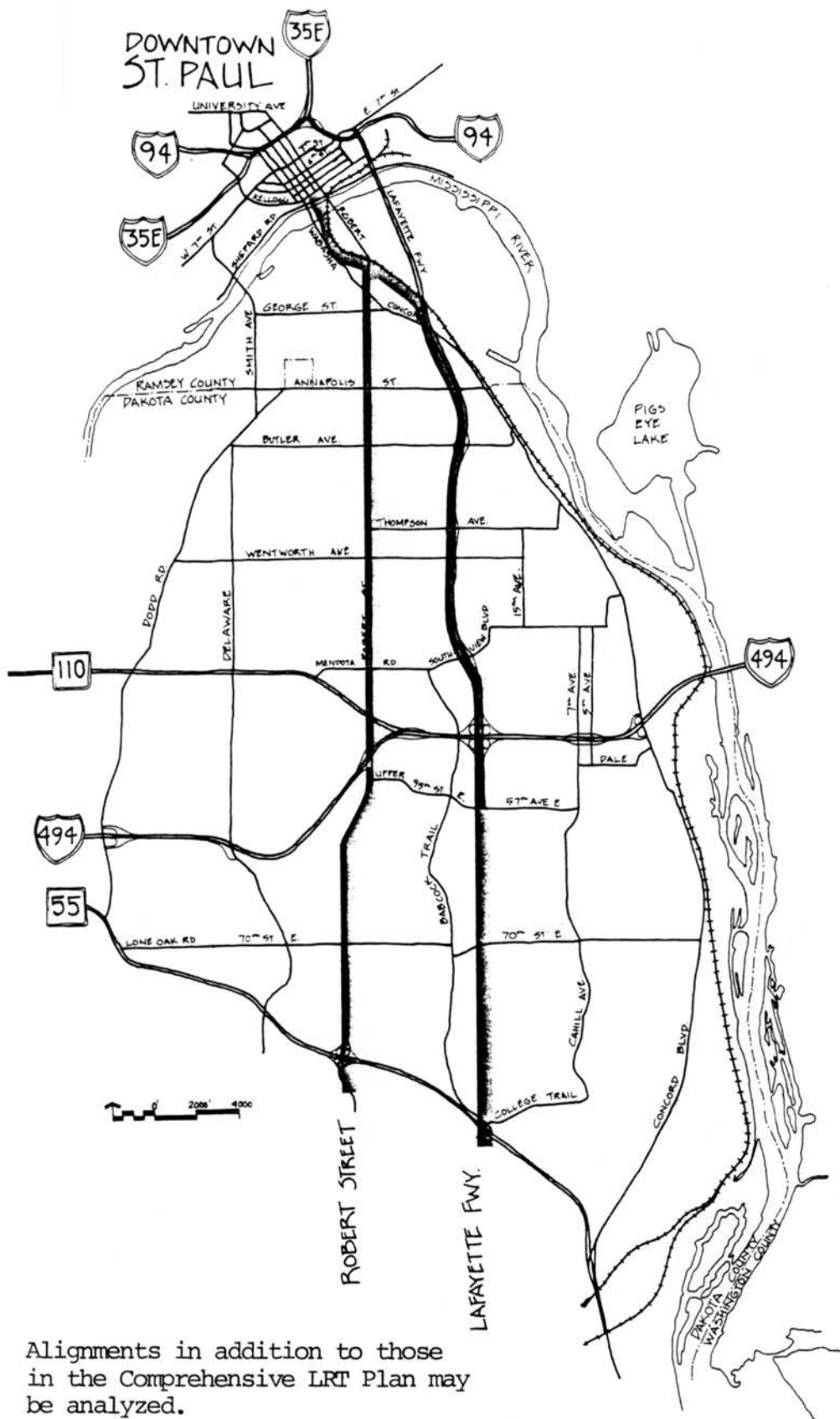
Due Date: Eleven months after contract award

Time Schedule
South Corridor Alignment Study
Time from Contract Award (Months)









Alignments in addition to those in the Comprehensive LRT Plan may be analyzed.

FIGURE 16
RAMSEY COUNTY COMPREHENSIVE LRT PLAN
SOUTH CORRIDOR
PROPOSED ALIGNMENT ALTERNATIVES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority	Board Action Requested Consider alternatives as requested by Ramsey County for Larpenteur Avenue and Soo Line/Willard Munger Trail
Originating Department	
<i>K. DeSpiegelaere</i>	ACTION IS REQUESTED
Authorized Signature	
<i>12/11/89</i>	Date

- Request Justification
- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere
 3. Illustrations of area under consideration
 4. Letter from Paul Swenson, DNR
 5. Memorandum from Kenneth Weltzin, Public Works
 6. Bridge replacement alternatives
 7. Minutes of Public Works Committee meetings of October 17 and November 7, 1989
 8. Memorandum from David Warner, BRW

Budgeting and Accounting	<i>Ed Blanton</i>	<i>12/12/89</i>
County Attorney	<i>D. Macmillan</i>	
Risk Manager		
Data Processing		
Previous Action taken on Request		
Date / Time		
Received By		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
December 19, 1989	<i>J. L. Glendinning</i>	<i>12/13/89</i>
Board Date	Signature	Date

WHEREAS, The Public Works Committee of the Board of Ramsey County Commissioners has requested Ramsey County Regional Railroad Authority to consider the impact of the proposed replacement of a bridge on Larpenteur Avenue at its intersection with the Willard Munger Trail; and

WHEREAS, the Comprehensive LRT Plan for Ramsey County indicates the potential for LRT in the Northeast Corridor; and

WHEREAS, The Soo Line/Willard Munger trail has been considered as a potential alignment for LRT in the Northeast Corridor; Now, Therefore, Be It

RESOLVED, That (to be completed after Ramsey County Regional Railroad Authority meeting on December 19, 1989)



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: December 19, 1989

No. R89 -

WHEREAS, The Public Works Committee of the Board of Ramsey County Commissioners has requested Ramsey County Regional Railroad Authority to consider the impact of the proposed replacement of a bridge on Larpenteur Avenue at its intersection with the Willard Munger Trail; and

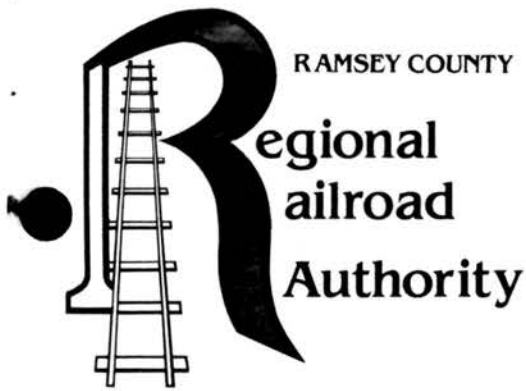
WHEREAS, The Comprehensive LRT Plan for Ramsey County indicates the potential for LRT in the Northeast Corridor; and

WHEREAS, The Soo Line/Willard Munger trail has been considered as a potential alignment for LRT in the Northeast Corridor; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests that Ramsey County modify the structure proposed for Larpenteur Avenue to accommodate light rail transit. Alternate 3 proposed by Ramsey County Public Works Department is recommended.

John T. Finley, Chairman

By Warren W. Schaber
Warren W. Schaber, Secretary



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

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

M E M O R A N D U M

= = = = =

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

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

SUBJECT: Larpenteur Avenue at Soo Line/Willard Munger Trail

DATE: December 11, 1989

The purpose of this memorandum is to provide information on the background and potential use of land under a bridge proposed to be replaced by Ramsey County Public Works Department (Bridge Location Map, Attachment 1). The Public Works Committee of the Board of Ramsey County Commissioners has asked for a discussion of Ramsey County Regional Railroad Authority's light rail transit plans as they impact the bridge at Larpenteur Avenue and Desoto Street, bordering St. Paul and Maplewood.

BACKGROUND

Soo Line tracks from the vicinity of Maryland Avenue and I-35E to I-694 in Oakdale were abandoned in the early 1980s (Map of Soo Line Abandonment, Attachment 2). The Minnesota Department of Natural Resources (DNR) acquired the 7.86 miles of property in St. Paul, Maplewood, North St. Paul and Oakdale from Soo Line in 1984 for the purpose of constructing a trail from St. Paul which eventually would extend to Duluth. The section from I-35E and Maryland to I-694 is known as the Gateway Segment of the Willard Munger Trail.

Ramsey County Public Works Department began planning in 1980 to replace a bridge on Larpenteur Avenue between I-35E and Edgerton Street over the Soo Line tracks. When a list of potential railroad abandonments was received from the Minnesota Department of Transportation (Mn/DOT) that indicated the possibility that the Soo Line tracks under the bridge might be abandoned, plans to replace the bridge were held in abeyance, since it was thought the need for a bridge might be eliminated.

The DNR's position, after that agency acquired the Soo Line property, was that a grade-separated crossing must be maintained by Ramsey County to carry vehicles over the proposed trail. Ramsey County Public Works Department has over the last few years developed plans and held neighborhood meetings and hearings on the proposed project, to replace the existing bridge at Larpenteur Avenue and Desoto Street with a structure wide enough for bicycle use to occur under vehicles traveling over it. Larpenteur Avenue, which narrows from four to two lanes at the bridge location, would be reconstructed between I-35E and Edgerton Street at the same time that the bridge is replaced.

In 1989, Ramsey County Regional Railroad Authority (RCRRA) prepared a Comprehensive LRT Plan. One corridor where LRT is proposed within 20 years is the Northeast, and the Soo Line/ Willard Munger right of way is located within that corridor. No specific alignment has been selected for LRT within the Northeast Corridor, and a study to accomplish that will be initiated in early 1990 by RCRRA (Map of Northeast Corridor, Attachment 3).

THE QUESTION

The structure proposed by Ramsey County Public Works at Larpenteur Avenue and the Soo Line/Willard Munger Trail was designed to accommodate trail use. It is not sufficient in size for LRT, either by itself or in combination with a trail.

The status of the project is that plans have been prepared and approval to submit them to Mn/DOT is being requested by the Director of Public Works of Ramsey County.

Ramsey County has asked RCRRA to consider this matter because it impacts a corridor where LRT is being considered.

ALTERNATIVES

There are several alternatives for RCRRA to consider in regard to the proposed trail and bridge project.

Alternative A - Eliminate Further Consideration of LRT on Soo Line/Willard Munger Trail Alignment

There are several alignments for LRT that will be considered in the Northeast Corridor. Examples are I-35E, T.H. 61 and Burlington Northern.

The Soo Line/Willard Munger Trail ends at I-35E and Maryland. Access to downtown St. Paul from that terminus would need consideration. Some property owners adjacent to the Burlington Northern are proponents of consideration of LRT on the Soo Line/Willard Munger Trail. As is the situation with the Burlington Northern right of way, there are residences bordering the Soo Line/Willard Munger trail.

A letter from Paul Swenson, Director, Trails and Waterways Unit, DNR, is Attachment 4. It indicates that state law would have to be amended to allow LRT in the Soo Line/Willard Munger Trail area. Engineering and design work is proceeding for the trail at the direction of the Legislature.

It would be possible for RCRRA, given the impediments to LRT on this alignment and the option for other alignments, to determine at this time that the Soo Line/Willard Munger Trail should be excluded from further consideration for LRT in the Northeast Corridor.

If that occurs, RCRRA could recommend to Ramsey County to proceed to implement the proposed plans for the Larpenteur Avenue bridge.

Alternative B - Continue Consideration of LRT on Soo Line/Willard Munger Trail Alignment

The Northeast Corridor Alignment Study will be completed in early 1991 by RCRRA. The study will analyze various alignments for LRT in the Northeast Corridor and will result in selection of a preferred alignment. The Soo Line/Willard Munger Trail could be one of the alignments considered for LRT in that study.

If RCRRA elects to further consider the Soo Line/Willard Munger trail alignment for LRT, there are three options RCRRA may wish to consider:

1. Allow the bridge at Larpenteur Avenue and the Soo Line/Willard Munger Trail to be replaced by Ramsey County as proposed, although it does not accommodate LRT at this time.
2. Request Ramsey County to modify bridge plans to permit eventual use by LRT.
3. Request Ramsey County to delay implementing bridge plans until a determination is made that LRT is likely to be constructed on the Soo Line/Willard Munger Trail alignment.

Option 1 - Replace Bridge as Proposed

Attachment 5 is information that was provided to RCRRA by Kenneth Weltzin. The proposed structure at Larpenteur Avenue and the Soo Line/Willard Munger trail has a 12 foot by 24 foot opening, adequate for trail use, but not for LRT. It is Alternate 1 on Attachment 6. The estimated cost is \$370,000.

The structure is eligible for federal funds. Modifications to it would require additional design and approval time and would result in increased costs. According to information provided by Ramsey County Public Works Department, the proposed structure has an anticipated life of 50 to 75 years.

Option 2 - Request Ramsey County to Modify Structure Plans

Attachment 6 presents six structure alternatives prepared by a consultant for Ramsey County Public Works Department. Alternative 1 is the currently proposed structure, which would not accommodate LRT. The remaining alternatives, 2 through 6, would accommodate LRT now or in the future. These alternatives range in cost from \$410,000 to \$1,110,000, as compared to \$370,000 for the proposed structure. Note 5 on Attachment 6 indicates that Mn/DOT will not decide if funding will be provided for LRT provisions until an alignment is selected by RCRRA.

RCRRA could request Ramsey County to modify the proposed structure at this time to accommodate LRT at this location.

Option 3 - Request Ramsey County to Delay until Alignment Selection is Made for LRT in the Northeast Corridor

An alignment for LRT in the Northeast Corridor is anticipated to be selected by RCRRA in early 1991. It would be possible to request Ramsey County to postpone further work on the Larpenteur Avenue bridge until it is known if the Soo Line/Willard Munger Trail is the preferred alignment for LRT in the Northeast Corridor.

A one or two-year delay is not anticipated to affect federal funding for construction of the structure, according to Ramsey County Public Works Department. The bridge is adequate from a structural safety standpoint during a reasonable delay in construction. Because the grade would change at the bridge, it is not possible to construct the road before the bridge is constructed, so a delay in the bridge project will delay the road project between I-35E and Edgerton Street as well.

If the Soo Line/Willard Munger Trail is selected for LRT, the structure could be redesigned to accommodate LRT. There would be a better opportunity for funding participation for the redesigned structure by Mn/DOT if it was determined that this is the preferred LRT alignment in the Northeast Corridor.

If the Soo Line/Willard Munger Trail is determined not to be the preferred location for LRT, the proposed structure could be constructed without modification.

The alternatives and options are illustrated in the table on the next page.

Northeast Corridor
Larpenteur Avenue at Soo Line/Villard Munger Trail
Impacts of Alternatives and Options

Ramsey County Regional Railroad Authority
December 11, 1989
Page 5

	<u>Accommodates LRT</u>	<u>Additional Time Required</u>	<u>Cost of Structure</u>
Do not consider Soo Line alignment for LRT further - Alternative A	Not necessary	None	\$370,000
Consider Soo Line alignment for LRT further - Alternative B			
Option 1 - Recommend construction of proposed structure	No	None	\$370,000
Option 2 - Recommend modification of structure to accommodate LRT	Yes	4 months to 4 years	\$410,000 to \$1,110,000
Option 3 - Recommend delay of construction or design modification until alignment is selected	If Required	15 months if LRT no longer to be considered; Additional time for design modifications and approvals	\$370,000 if LRT no longer to be considered; \$410,000 to \$1,110,000 if structure designed for LRT

PREVIOUS ACTION

Minutes of the Public Works Committee's consideration of this subject are Attachment 7.

LRT REQUIREMENTS

RCRRA's consultant, BRW, has prepared a memorandum (Attachment 8) that specifies design requirements for LRT.

RECOMMENDATION

Four alternatives have been presented for your consideration. They are:

Alternative A -- Eliminate the Soo Line/Willard Munger trail from further consideration as an alignment for LRT in the Northeast Corridor.

Indicate to Ramsey County that the structure designed for Larpenteur Avenue which does not accommodate LRT is not in conflict with RCRRA's plans.

Alternative B, Option 1 -- Consider the Soo Line/Willard Munger Trail further in the Northeast Corridor Alignment Study.

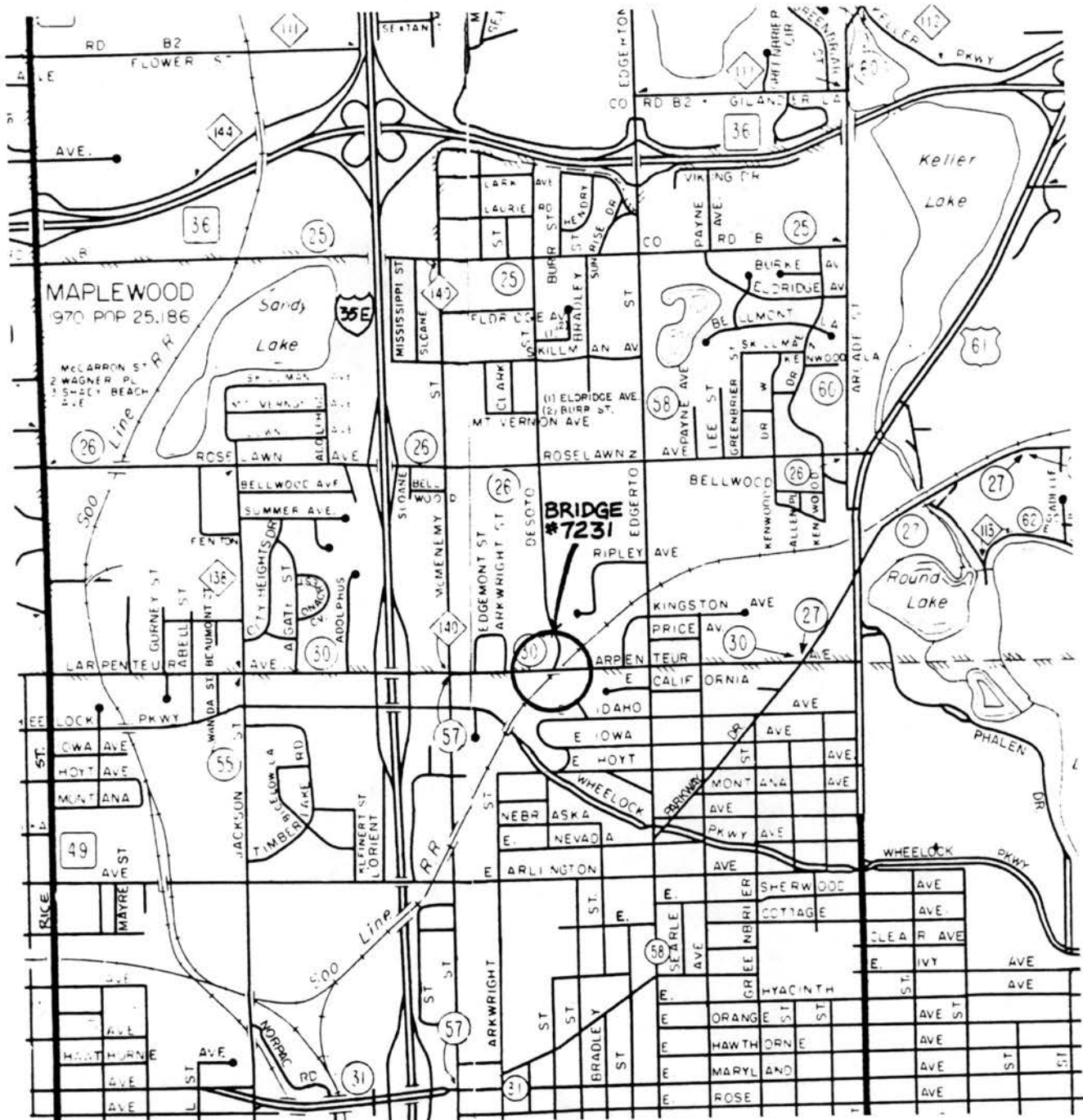
Indicate to Ramsey County that the structure designed for Larpenteur Avenue, although it does not accommodate LRT, should be allowed to be constructed. If LRT occurs on this alignment, the bridge will be modified or replaced at that time.

Alternative B, Option 2 -- Consider the Soo Line/Willard Munger trail further in the Northeast Corridor Alignment Study.

Request Ramsey County to modify the structure designed for Larpenteur Avenue so that it will accommodate LRT or a combination of LRT and trail.

Alternative B, Option 3 -- Consider the Soo Line/Willard Munger Trail further in the Northeast Corridor Alignment Study.

Request Ramsey County to delay plans for the structure designed for Larpenteur Avenue until an alignment is selected for LRT in the Northeast Corridor.



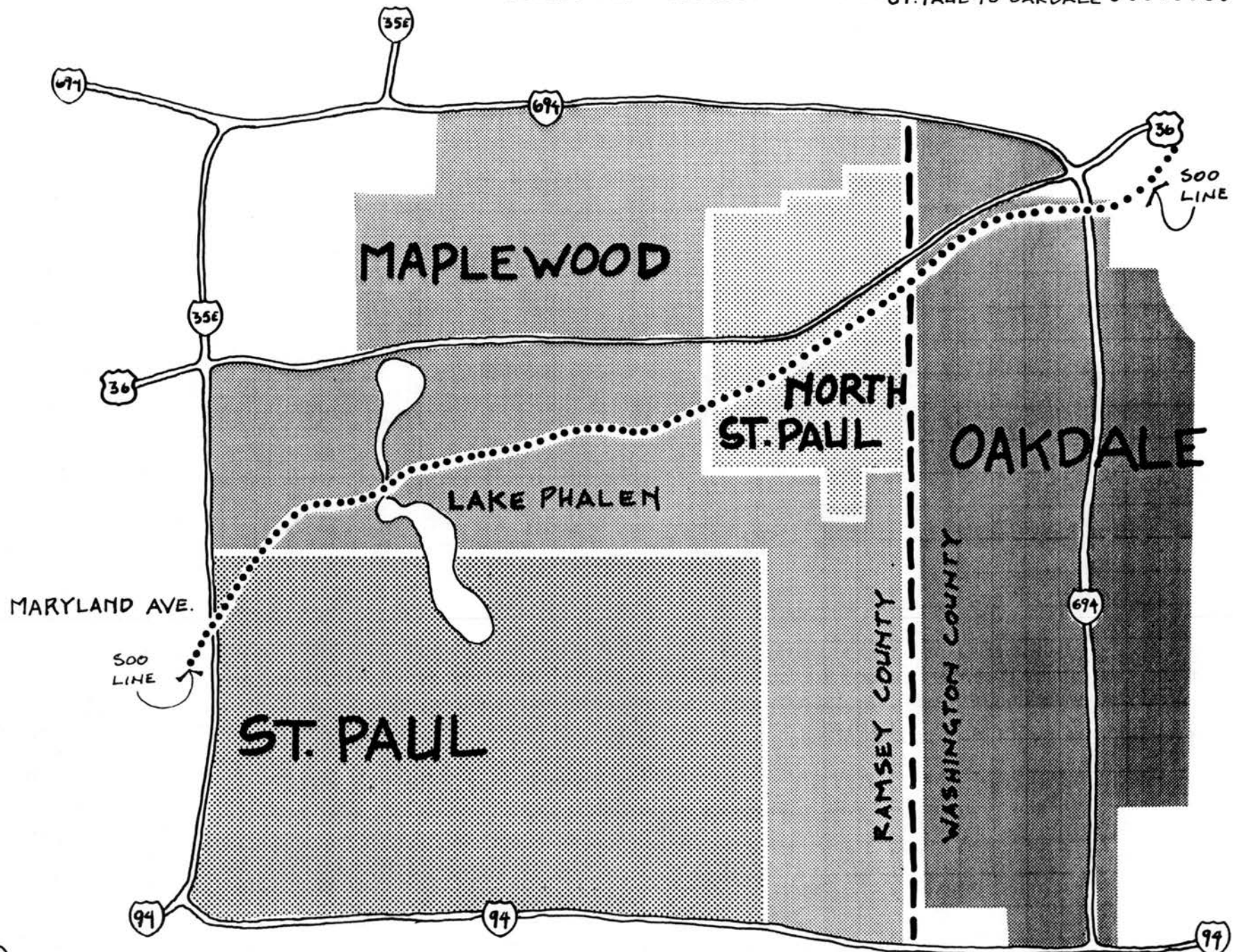
DEFICIENT BRIDGE
LARPENTEUR OVER SOO LINE
BRIDGE # 7231

SCALE 1" = 2000'



SOO LINE ABANDONMENT

..... ST. PAUL TO OAKDALE



Attachment 2



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES



DNR INFORMATION
(612) 296-6157

500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55155-40_____

December 5, 1989

Ms. Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
Ramsey County Regional Railroad Authority
316 Court House
St. Paul, MN 55102

Dear Ms. DeSpiegelaere:

The recent developments regarding the replacement of the Larpen-teur Avenue Bridge over the Gateway Segment of the Willard Munger State Trail have brought to light the issue of the possible use of the trail corridor as a light rail transit corridor as indicated in the "Draft Comprehensive Light Rail Transit Plan for Ramsey County." I will try to outline the specific actions that have occurred affecting the trail to date and what would need to occur in order to possibly utilize the trail as a light rail corridor.

The railroad right-of-way which makes up the gateway segment of the state trail, was purchased from the Soo Line Railroad Company in September of 1984 for \$1,975,000.00. This money was appropriated according to Laws of Minnesota 1983 Chapter 344, Section 3, Subdivision 4(c). This law was later codified into Minnesota Statutes, Chapter 85.015, Subdivision 14, which is the statute whereby the "Master Plan for the Gateway Segment" was produced and approved in 1986. This is the document that guides the development of the trail. (A copy of the plan is available for review at your request - it should be noted that the Larpen-teur Avenue Bridge replacement is specifically noted in the plan).

In order to utilize the trail as a light rail corridor, the statute as mentioned above would have to be amended (state law would have to be changed) to reflect the states willingness to abandon the planned trail as well as surplus-ing the land for sale to the county for purposes of the light rail corridor. If the option of a joint trail/light rail corridor were pursued, the existing plan would have to be modified, which by state law would require additional public hearings.

The 1989 legislature appropriated \$500,000.00 in bonding funds to begin development of the Gateway Segment. The intent of this money was to a) complete engineering and design work for the entire corridor, and b) begin development starting in the western half of the trail. We are proceeding with the engineering and design work as directed by the

Kathryn DeSpiegelaere
December 5, 1989
Page 2

legislature, and again, we would have to be redirected by the legislature to either abandon the development or modify it such that it varies significantly from the approved plan (i.e., accommodating light rail). We hope to begin development on the western half sometime next year. Also, the purpose of completing the engineering and design work is so that accurate construction costs are available in order to obtain funding from the upcoming legislative session. A number of legislators have expressed an interest in getting this trail developed.

If after reviewing the above information the Rail Authority intends to continue to pursue the option of the Gateway Segment Corridor, a formal request should be made by the Rail Authority to the Commissioner of Natural Resources to begin the process necessary to pursue that option. I would suggest before that occurs that some additional information should be obtained, specifically: 1.) the viability of a joint light rail/trail corridor; 2.) reviewing both the Burlington Northern Corridor (also identified as a potential Northeast Light Rail Corridor) and the Gateway Segment Corridor, to see which corridor would provide the best trail/light rail potential and/or which one shows the best potential for accommodating both uses; and 3) what the impact of eliminating the planned, approved and funded trail corridor would be.

Regardless of the commissioners decision on the Larpenteur Avenue agreement, the steps that need to be taken to utilize the trail as a light rail corridor are the same.

I hope this will help to resolve some of the questions the Rail Authority may have. Please feel free to contact me if you should have further questions.

Sincerely,



Paul T. Swenson, Director
Trails & Waterways Unit
500 Lafayette Road - Box 52
St. Paul, MN 55155
(612) 296-4822



Ramsey County Department of Public Works

350 St. Peter Street
Suite 270
Saint Paul, Minnesota 55102
(612) 298-4127

Kenneth E. Weltzin
Director
and
County Engineer
Paul L. Kirkwold
Deputy Director
and
Assistant County Engineer

MEMORANDUM

TO: Ramsey County Regional Railroad Authority

FROM: Kenneth E. Weltzin *Kew*

SUBJECT: Bridge Replacement on Larpenteur Avenue over DNR Trail in Maplewood/St. Paul

DATE: December 5, 1989

The Department of Public Works and the Cities of St. Paul and Maplewood have prepared plans for the replacement of the bridge over the abandoned Soo Line Railroad tracks, now a DNR trail.

The plans, which have been in development for over three years, have been approved by the Cities and are now ready for approval by the Ramsey County Board of Commissioners. The proposed plans were described at the Public Works Committee meetings on October 17 and November 7, 1989, at which time concerns were raised over the ability of the bridge to accommodate future LRT lines which could occur at this location. As a result of these concerns, the committee referred the proposal for Ramsey County Regional Railroad Authority (RCRRA) review and comment prior to committee action.

The proposed structure will provide a 12' x 24' opening which was that originally determined by the DNR as being adequate for bicycle trail use. According to the RCRRA consultant, the 12' x 24' opening is not adequate for operation of LRT. Therefore, modifications to the proposed plan are needed if the RCRRA determines that provisions for this operation should be included.

To address this issue, the consultant has prepared a matrix of alternatives which could be considered at this time. The alternatives include provisions that accommodate solely LRT or a joint LRT/bicycle trail corridor. Because of the uncertainties of this joint use proposal, the department recommends option 3 if the RCRRA wishes to include a provision for structure design which could accommodate LRT/bicycle use.

PLK:mk:vl

Att. Public Works Committee Minutes of 10/17/89 and 11/7/89
Location Sketch
Matrix of Alternatives

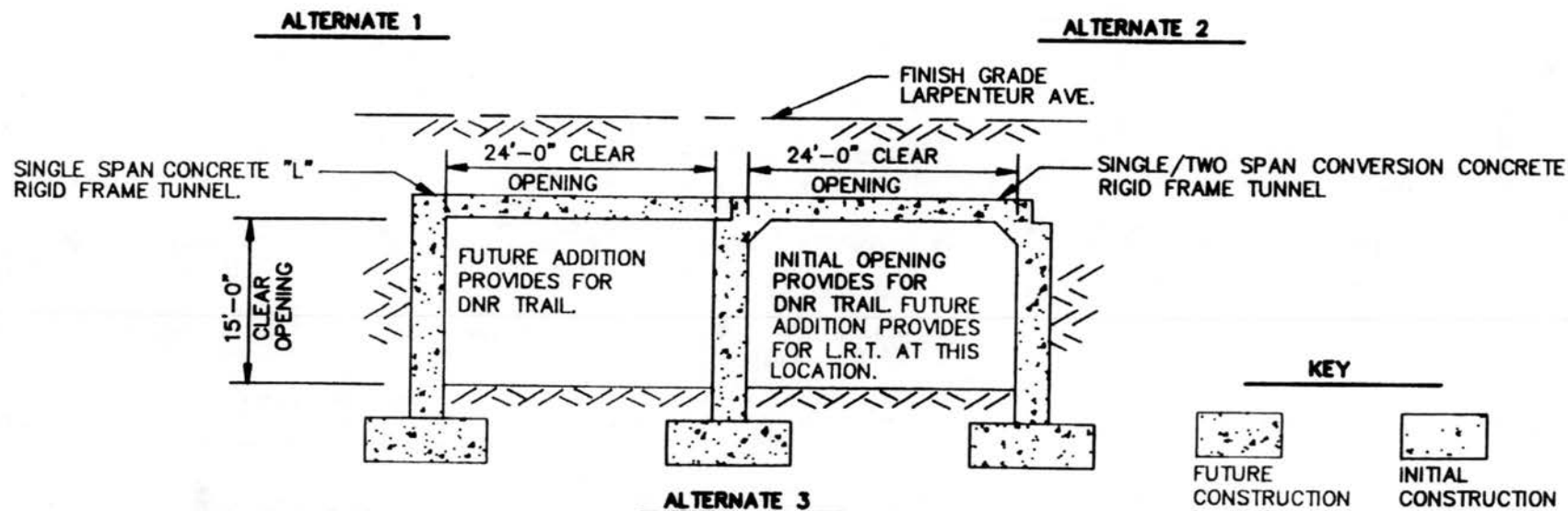
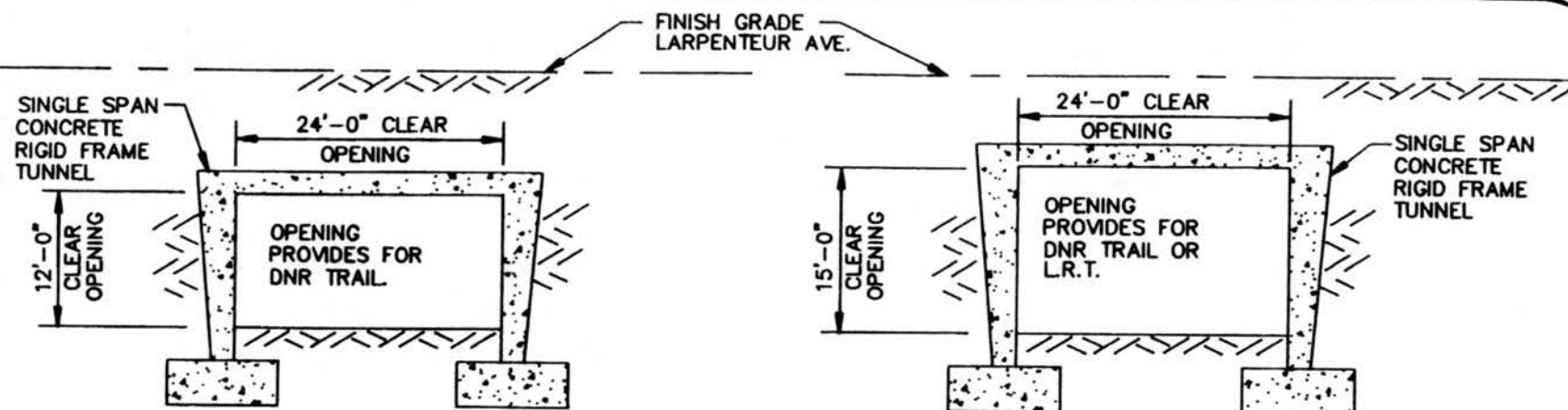
ALTERNATE	STRUCTURE TYPE	CLEAR OPENING	INITIALLY PROVIDES FOR		TRAFFIC CONSIDERATIONS			ADDITIONAL TIME FOR ENGINEERING APPROVAL	ESTIMATED INITIAL CONSTRUCTION COST	ESTIMATED COST FUTURE L.R.T. OPTION	ADDITIONAL INITIAL ENGINEERING COST	TOTAL ESTIMATED COST	ESTIMATED INITIAL LOCAL COST	REQUIRES SUPPLEMENTAL PUBLIC HEARINGS
			L.R.T.	TRAIL	BYPASS	STAGE	CONSTRUCTION							
1	SINGLE SPAN CONCRETE RIGID FRAME	12'x24'	NO	YES	NO	NO	NO	NONE	\$370,000	NOT APPLICABLE	NONE	\$370,000	\$25,000	NO
2	SINGLE SPAN CONCRETE RIGID FRAME	15'x24'	YES OR	YES	NO	NO	NO	4 MONTHS	\$400,000	NOT APPLICABLE	\$10,000	\$410,000	\$85,000	NO
3	SINGLE/TWO SPAN CONVERSION CONC. RIGID FRAME	15'x24'	FUTURE OPTION	YES	NO	NO	YES	6 MONTHS	\$460,000	\$350,000	\$45,000	\$855,000	\$160,000	NO 45 + 90 \$135,000
4	SINGLE/TWO SPAN CONVERSION CONC. RIGID FRAME	15'x28'	FUTURE OPTION	YES	YES	NO	YES	1 YEAR	\$630,000	\$350,000	\$85,000	\$1,045,000	\$350,000	YES
5	SINGLE SPAN CONCRETE RIGID FRAME	15'x44'	YES	YES	YES	NO	NO	2 1/2-4 YEARS	\$1,025,000	-0-	\$85,000	\$1,110,000	\$785,000	YES
6	TWO SPAN BRIDGE	78' WIDE 150' LONG	YES	YES	YES	NO	NO	2 1/2-4 YEARS	\$895,000	-0-	\$75,000	\$970,000	\$825,000	YES

NOTES:

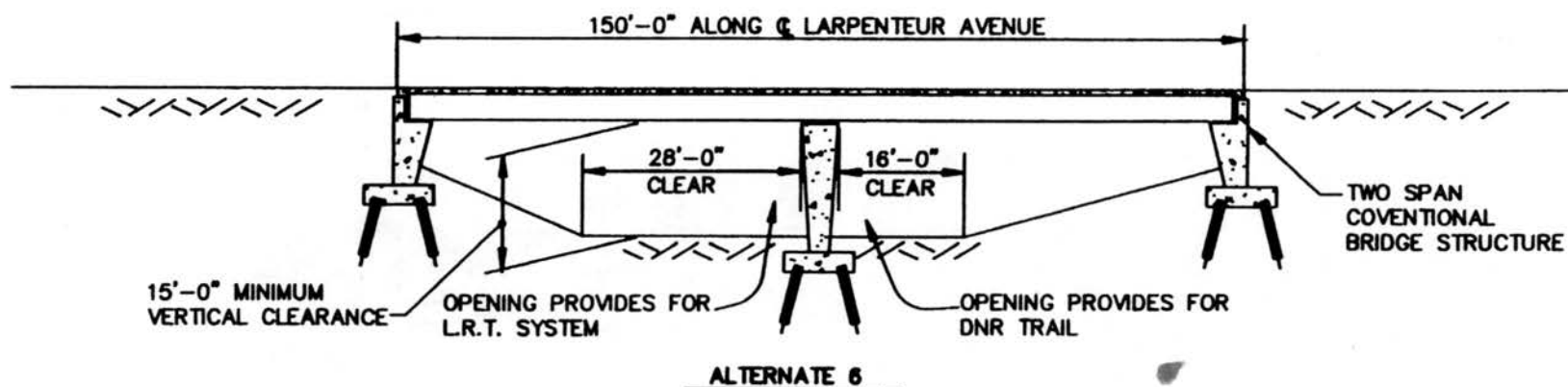
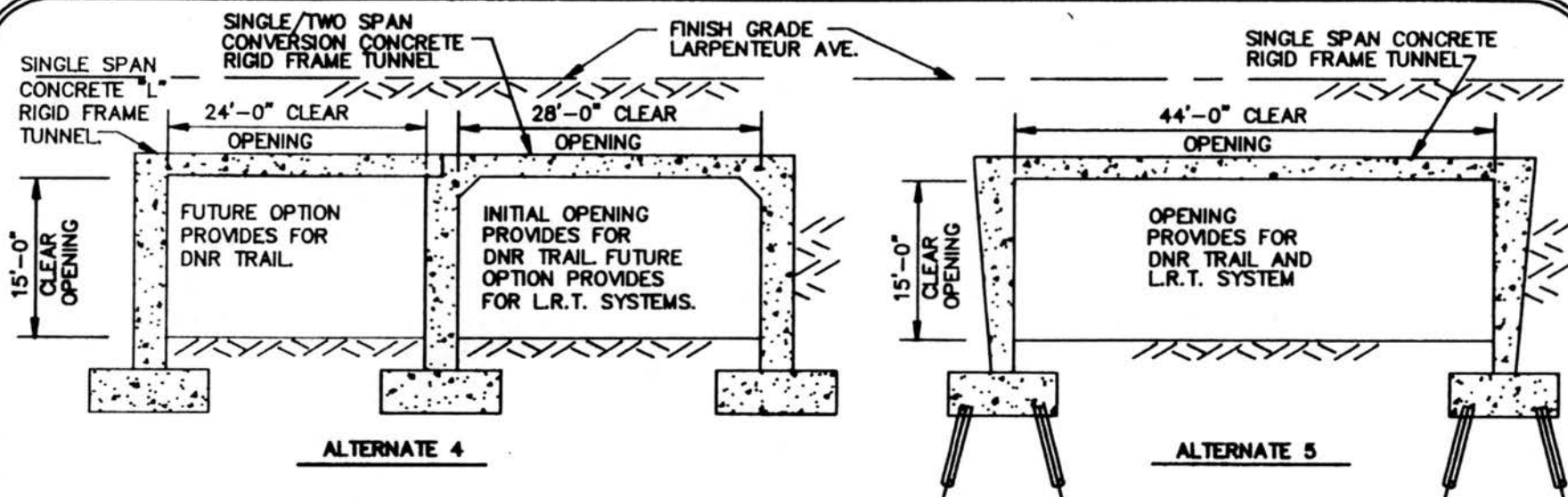
- ① COSTS SHOWN ARE BASED UPON 1990 DOLLARS.
- ② ALTERNATE 6 REQUIRES WIDENING THE NORTH BRIDGE SIDEWALK ALONG LARPEUR TO PROVIDE SIGHT DISTANCE AT DESOTO STREET.
- ③ FEDERAL HIGHWAY FUNDING LEGISLATION EXPIRES SEPTEMBER 30, 1991.
- ④ FEDERAL AND STATE BRIDGE REPLACEMENT FUNDS WILL BE USED FOR (100%) OF THE BRIDGE REPLACEMENT COST MINUS ANY NON-PARTICIPATING ITEMS. MN/DOT DOES NOT HAVE A FUNDING POLICY FOR L.R.T. PROVISIONS USING BRIDGE REPLACEMENT FUNDS. THE COST IS THEREFORE SHOWN AS A NON-PARTICIPATING ITEM AT THIS TIME.
- ⑤ MN/DOT WILL NOT MAKE A DECISION ON FUNDING ADDITIONAL L.R.T. PROVISIONS UNTIL FINAL ALIGNMENTS ARE ESTABLISHED BY RCRA.
- ⑥ ALTERNATES 1 & 2 WILL REQUIRE AN ADDITIONAL PARALLEL STRUCTURE TO ACCOMMODATE DUAL USE.
- ⑦ ALTERNATES 3 & 4 ACCOMMODATE ADDING AN ADDITIONAL 15'x24' FUTURE TUNNEL ON EITHER SIDE OF INITIAL ALTERNATE.

ALTERNATIVE ANALYSIS FOR LARPEUR AVE. BRIDGE REPLACEMENT OVER DNR TRAIL

Attachment 6-1



ALTERNATIVE ANALYSIS FOR LARPELVEUR AVE. BRIDGE REPLACEMENT OVER DNR TRAIL



ALTERNATIVE ANALYSIS FOR LARPEN TEUR AVE. BRIDGE REPLACEMENT OVER DNR TRAIL

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October 17, 1989

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5. Public Works - Approve plans for the reconstruction of Bridge 62554 on Larpenteur Avenue over the Department of Natural Resources trail between I-35E and Edgerton Street, SP 62-630-21; authorize the Director of Public Works to submit the plans to Mn/DOT for approval and processing; and authorize the Commissioner of Highways to act as the County's agent in the federal approval and contract administration.

Commissioner Schaber informed the Committee there is a little problem with this particular bridge, and he does not know what can be done to rectify it. The basic problem is since we have not made a decision on the RRA alignment for the Northeast Corridor, and if this bridge is put in as per apparently the specs right now, it would, in effect, preclude the use of light rail from what he understands. It has been brought to his attention that light rail could ^{not} be put in with the proposed bridge. The Munger Trail has some advantages because it gets us away from the problem with the City in the lower part of the trail coming out of St. Paul, and out beyond Lake Phalen. This is a problem, and it is his understanding also that if we delay it would delay the project about a year. As a practical matter, this line may not be built for fifteen or twenty years.

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Kenneth Weltzin said that is a good point, you get a certain amount of use out of it before the trail is actually built. The current bridge would not accommodate LRT.

Commissioner Hunt would like to know what difference would it make if there was a delay of one year, could we ask that it be placed on hold, unless it would mean that we would absolutely lose the funds in the process.

Mr. Weltzin responded that this is currently funded with federal funding, and he is not absolutely sure that we would lose the funds in the process, but when projects are authorized to proceed, then funds are available. Now, if we do not use the funds, they would want to use those funds for another project, one that may be ready to go. In looking at this in the LRT area, it was determined sometime ago that this would probably not be a good corridor for LRT because of lack of ridership, as it does not go through neighborhoods where there would be a possibility of ridership.

Mr. Weltzin understands the concern as far as wanting to accommodate this, or waiting a year, if we take a look at LRT, when would it be built, in fifteen or twenty years, maybe we would get some useful time out of the bridge before the line is built.

Commissioner Hunt asked what relationship is this to the Burlington Northern.

Commissioner Schaber explained this is the corridor, there is a BN corridor, and then there are alignments within the corridor, and this one of the alignments that is being suggested to be looked at. There is one up through the old Hamm area, two options, one in effect is the Munger Trail, one is on the east side of Lake Phalen, and one on the west side of Lake Phalen.

Kathryn DeSpiegelaere informed the Committee that the City does not have a position pro or con on the Munger Trail. This trail was purchased by the DNR for trail corridors with support from Ramsey County in the early 1980's. At that time we did ask the question, should LRT be considered in this corridor, particularly in relation to the bridge on Larpenteur Avenue. Some of the citizens who live along the Burlington Northern area would very much like us to consider the Willard Munger Trail as an alternative to connect to the BN Corridor near Frost Avenue and English, rather than going through their neighborhoods. However, she pointed out that this Willard Munger Trail also passes through residential neighborhoods.

Commissioner Schaber reiterated, the problem and the point is that we have not made a decision yet, and he asked Mr. Weltzin if there is a possibility of delaying the decision, and Ms. DeSpiegelaere as to when the RRA is going to make a decision.

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Ms. DeSpiegelaere said her estimate is that once we had a contract with a consultant to do the study, it would take approximately one year. The reason for this length of time is that she thinks we would need an environmental impact statement in this corridor because of the residents and the comment that has been generated on this particular corridor.

Commissioner Hunt feels in view of this discussion, and the time frame that is involved, she thinks that we should proceed with the proposal. Chairman McCarty agreed.

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

The Public Works, Parks and Recreation Committee recommends County Board approval of the plans for the reconstruction of Bridge 62554 on Larpenteur Avenue over the Department of Natural Resources Trail between I-35E and Edgerton Street, S.P. 62-630-21; authorize the Director of Public Works to submit the plans to Mn/DOT for approval and processing; and authorize the Commissioner of Highways to act as the County's agent in the federal approval and contract administration.

Roll Call: Ayes - 2, Nays - 1 (Schaber)
Motion carried.

6. Public Works - Approve Ramsey County Agreement 89034 with the Department of Natural Resources for the operation and maintenance of Bridge 62554 on Larpenteur Avenue over the DNR Trail.

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

The Public Works, Parks and Recreation Committee recommends County Board approval of the Ramsey County Agreement 89034 with the Department of Natural Resources for the operation and maintenance of Bridge 62554 on Larpenteur Avenue over the DNR Trail.

Roll Call: Ayes - 2, Nays - 1 (Schaber)
Motion carried.

Commissioner Schaber had asked Mr. Weltzin how this related to the previous item, and Mr. Weltzin explained that this is the agreement with the DNR whereby we would own the bridge when it is completed, but they would be responsible for activities that happen under the bridge, this defines who is responsible.

7. Public Works - Approve right-of-way plan for Larpenteur Avenue improvement project from I-35E to Edgerton Street in the Cities of St. Paul & Maplewood; authorize the Public Works Director and County Attorney to acquire by negotiation or condemnation land parcels necessary for this improvement authorize Public Works Director to request Land Commissioner to engage private appraisers to assist in evaluating damages to owner of land involved; approve budget adjustment \$103,000.

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

The Public Works, Parks and Recreation Committee recommends County Board approval of the right-of-way plan for Larpenteur Avenue Improvement Project from I-35E to Edgerton Street in the Cities of St. Paul and Maplewood; authorize the Public Works Director and County Attorney to acquire by negotiation or condemnation land parcels necessary for this improvement; authorize Public Works Director to request Land Commissioner to engage private appraisers to assist in evaluating damages to owners of land involved; and approve the following budget transfer for acquisition expenses:

INCREASE ESTIMATED REVENUE

47392	321046	Construction Regular	\$74,698.00
47392	320301	Participating Construction	28,302.00
			<u>\$103,000.00</u>

TRANSFER TO APPROPRIATION

47392	040707	Larpenteur Avenue 62-630-35	\$103,000.00
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Roll Call: Ayes - 2, Nays - 1 (Schaber)
Motion carried.

OFFICE OF THE EXECUTIVE DIRECTOR

RAMSEY COUNTY

SAINT PAUL, MINNESOTA

November 7, 1989

The regular meeting of the Public Works, Parks and Recreation Committee of the Board of Ramsey County Commissioners was held on Tuesday, November 7, 1989, in the Medium Conference Room of 316 Court House, at 9:05 A.M. Commissioner Schaber presided.

MEMBERS PRESENT: Commissioner Warren Schaber
Commissioner Ruby Hunt

MEMBERS ABSENT: Chairman Duane McCarty

Also Present: Lee Bradford, Kathryn DeSpiegelaere, Jon Walsh, Ed Glaubitz, Lee Aase, Paul Kirkwold, Kenneth Weltzin, Toni Baker, David MacMillan represented the County Attorney's Office, Frances Glendenning, Greg Murray, Terry Schutten

1. Minutes - of the Public Works, Parks and Recreation Committee Meeting of October 17, 1989.

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

The Public Works, Parks and Recreation Committee approves the minutes of the regular meeting of the Public Works, Parks and Recreation Committee held on October 17, 1989, as written.

Roll Call: Ayes - 1, Nays - 0
Motion carried.

POLICY AGENDA:

2. Public Works - Approve plans for the reconstruction of Bridge 62554 on Larpenteur Avenue over the Department of Natural Resources trail between I-35E and Edgerton Street, S.P. 62-630-21; authorize the Director of Public Works to submit the plans to Mn/DOT for approval and processing; and authorize the Commissioner of Highways to act as the County's agent in the federal approval and contract administration.
3. Public Works - Approve Ramsey County Agreement 89034 with the Department of Natural Resources for the operation and maintenance of Bridge 62554 on Larpenteur Avenue over the DNR trail.

Commissioner Schaber explained that Items 2, 3 and 4 are basically regarding a bridge on Larpenteur Avenue just off of 35E and Edgerton Street.

Commissioner Hunt had intended that this go to the Regional Railroad Authority, to be reviewed, and that this Committee not act in the Public Works Committee until the RRA had an opportunity to consider this as it may have a possible impact on a Light Rail Corridor Alignment.

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Public Works, Parks and Recreation Committee
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Commissioner Hunt feels this matter may put us in a very difficult position with certain groups out there who are concerned. She understands that this does apply to one of the alignments under consideration, and in all fairness to those groups, to whom we have said that we have not made a decision as to what the alignment will be, we will not keep faith with what we have been saying if we proceed with this. It may cause some complications, but on the other hand, that is why she feels it should go to the RRA, and at that point, the Board members can react to it.

Commissioner Schaber had indicated before that this was the problem, and in the Work Session of the RRA it became very obvious that the corridor that we had talked about going out that way, there are some Commissioners saying doesn't it make more sense to take a look at a configuration which, in effect, would be moving it over toward this area, and moving it out of the City of St. Paul through some corridor along or near 61. He does think that it needs to be talked about. However, he is concerned if we construct the bridge the way it is designed at the present time, it is his understanding that it could not accommodate light rail. This may be fifteen or twenty years down the line.

Kathy DeSpiegelaere explained that right now it is twenty years, but there are some new figures available, and the Advisory Committee is considering all these figures which may put it well ahead in priority, it may be a five or ten year plan.

Kenneth Weltzin informed the Committee that for about \$25,000 they can increase the size of the bridge to accommodate LRT. Greg Murray from the DNR is here to answer any questions. Mr. Weltzin said the trail is owned by the DNR.

Mr. Weltzin said the proposed bridge would be 24 feet wide and 12 feet high, they can increase the size so that it would accommodate LRT, this would accommodate LRT. They have talked to Ms. DeSpiegelaere, and have information from the bridge consultant to look into what had to be done to look at this structure. He feels that the redesign cost would be about \$10,000, and additional construction cost would be about \$15,000, so it could be built so that it would be possible. This could be modified by size for about \$25,000 so that it could accommodate LRT.

Commissioner Schaber said that another thing that was considered was that it would delay the construction by a year and the strong possibility that you might lose the funds.

Mr. Weltzin responded that as far as the funding, they have been advised to get the plans in now, they will be signed, and what happens with the Federal funds when the project is ready to go, if this is ready in six months, and there are funds available, then they could build the bridge.

Commissioner Schaber would like to know who is going to pay the \$25,000, and Mr. Weltzin said they would pay what is eligible, if it is eligible under the current funding, or if it is not, we could work out some sort of contingency to pay for it.

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Commissioner Hunt would recommend that this matter be referred to the RRA and then at their meeting they could take a look at the various aspects of this, and make a decision as to whether or not we should redesign, or go ahead. In the meantime, the staff could be taking a look as to what the possibilities are to this, or some other alternatives, there may be other alternatives that are more likely to materialize, but for the time being she does not think action should be taken on this. After going to the RRA, it would not have to come back here, this Committee is in support of the project, dependent upon its relationship to the corridor in that area.

Commissioner Schaber seconded this recommendation.

Greg Murray has been working on this trail, DNR owns the project, they are doing a design right now, the bigger issue might be coordinating the trail and the rail corridor. They have owned the trail for a long time, and have appropriated funds, if it is necessary to make a change, they should be involved in the decisions down the line.

Commissioner Hunt asked if this alignment been considered for joint use, like we are considered the BN line for joint use, are there constrictions on this that would make it even more difficult than BN.

Ms. DeSpiegelaere said the difference is the ownership by the Department of Natural Resources. When the Comprehensive Plan was being prepared, the NE Corridor Task Force asked them to consider other alignments, but she does not know if DNR would accept LRT on their corridor. If the bridge is constructed, it would be necessary to have modifications of the bridge for rail use.

Commissioner Hunt feels there are a lot of unknowns, and she reiterated that she would feel more comfortable with the RRA signing off on this one way or another so that this Committee is not put in a rather difficult position. There may be so many obstacles that we could decide that it is not worth the extra \$25,000.

Commissioner Schaber thinks there is more than that, what was not said here is that the \$25,000 would modify it for light rail, but it would not modify it for joint use, we need to know that figure too.

Paul Kirkwold said that for joint use it would mean completely redesigning the entire structure.

Mr. Weltzin informed the Committee that the current design is to build a structure under the bridge so that they can build a new bridge and leave the old bridge in place, once the new bridge is completed, it does not take long to remove the old bridge, so traffic would not be obstructed that long. If they modify it for joint use the cost could be considerably higher.

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Public Works, Parks and Recreation Committee
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Commissioner Schaber said information is needed, estimates, as that certainly is going to play a role in whether or not the RRA is going to say go ahead with it.

Mr. Murray said they are moving ahead with the development of this trail, if it was decided that joint use would be requested, it would affect their trail and they would have to redesign which will change their cost. There is no way that they can allow for that now. One of the complicating factors is that it would take years to make a decision.

Commissioner Schaber said this is a problem because through the participation process we have indicated that we have not made any decision on what specific alignment is going to be chosen in that corridor. If we do build it as per the specs today, and we decided that at some point in time there was a possibility for either joint use or exclusive use, can you give us any ideas as to what it would entail to rebuild or modify the bridge.

Mr. Weltzin replied that you would just have to rebuild the bridge.

Commissioner Hunt said the important thing is that before the RRA or the Board makes a decision, we have to have more background information about the State law, ownership, as then whatever decision we make we will have to have some basis that they can refer back to and have some good rationale reasons why.

Ms. DeSpiegelaere informed the Committee that this matter could not be placed on the RRA agenda next week, as there are so many issues we need to explore. However, we will attempt to secure all this information for the November 28th RRA Board meeting.

Commissioner Schaber asked that Ms. DeSpiegelaere and Mr. Weltzin coordinate all available information on this issue. Also, if Mr. Murray could work with them, and if he could be present at the RRA meeting, it would be very helpful.

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

The Public Works, Parks and Recreation Committee will forward this matter to the Ramsey County Regional Railroad Authority for consideration at their November 28th meeting, after consideration by the RRA, these requests will be forwarded directly to the County Board for consideration: Plans for the reconstruction of Bridge 62554 on Larpenteur Avenue over the Department of Natural Resources trail between I-35E and Edgerton Street; authorize the Director of Public Works to submit the plans to Mn/DOT for approval and processing; and authorize the Commissioner of Highways to act as the County's agent in the federal approval and contract administration; and Approve the Ramsey County Agreement 89034 with the Department of Natural Resources for the operation and maintenance of Bridge 62554 on Larpenteur Avenue over the DNR trail.

Roll Call: Ayes - 2, Nays - 0
Motion carried.

7-9

4. Public Works - Approve right-of-way plan for Larpenteur Avenue Improvement Project from I-35E to Edgerton Street in the Cities of St. Paul & Maplewood; authorize Public Works Director and County Attorney to acquire by negotiation or condemnation land parcels necessary for this improvement; authorize Public Works Director to request Land Commissioner to engage private appraisers to assist in evaluating damages to owners of land involved; and approve transfer of \$103,000.

Following the discussion of Items 2 and 3 which are related to the Bridge 62554, Kenneth Weltzin asked if it would make any sense to proceed with this request which has to do with the right-of-way acquisitions as this is also in the process. They would be able to work out the bridge to everyone's satisfaction, but would like to proceed with the right-of-way.

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

The Public Works, Parks and Recreation recommends County Board approval of the right-of-way plan for Larpenteur Avenue Improvement Project from I-35E to Edgerton Street in the Cities of St. Paul and Maplewood; authorize the Public Works Director and County Attorney to acquire by negotiation or condemnation land parcels necessary for this improvement; authorize Public Works Director to request Land Commissioner to engage private appraisers to assist in evaluating damages to owners of land involved; and approve the following budget transfer for acquisition expenses:

INCREASE ESTIMATED REVENUE

47392	321046	Construction Regular	\$74,698.00
47392	320301	Participating Construction	28,302.00
			<u>\$103,000.00</u>

TRANSFER TO APPROPRIATION

47392	040707	Larpenteur Avenue	62-630-35	\$103,000.00
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Roll Call: Ayes - 2, Nays - 0
Motion carried.

25



BRW, INC. THRESHER SQUARE 700 THIRD STREET SOUTH MINNEAPOLIS, MINNESOTA 55415 PHONE: 612/370-0700 FAX: 612/370-1378

PLANNING
TRANSPORTATION
ENGINEERING
URBAN DESIGN

MEMORANDUM

DATE: December 4, 1989
TO: Kathryn DeSpiegelaere
Director of LRT
FROM: David M. Warner, PE
RE: LRT Design Criteria

In response to requests you have made for LRT design criteria, I have asked our engineering staff for information regarding those criteria. As we have discussed, there is a reluctance to specify minimum design standards because each situation is different in some way. The following information is therefore supplied with the request that it be used as a guide, and that specific situations be reviewed with us or with someone else qualified to evaluate the situation.

Clearance Requirements

Assumptions

- o Vehicle width: 8 feet 9 inches
- o Vehicle height: 13 feet 0 inches (top of rail to top of pantograph in locked-down position)
13 feet 6 inches (top of rail to contact wire)
- o No horizontal curvature
- o No vertical curvature

Clearance Envelope

Condition	Horizontal Wall-to-Wall	Vertical Bottom Structure	Comments
Desirable	28 ft. 0 in. >	15 ft. 0 in.	With safety walk
Minimum without operating constraints	24 ft. 0 in.	15 ft. 0 in.	Without safety walk
Minimum with operating constraints	22 ft. 0 in.	14 ft. 0 in.	Low speeds, short walk distance

Ms. Kathryn DeSpiegelaere
 December 4, 1989
 Page 2

Minimum Horizontal Turning Radius

The light rail vehicles being considered at this time are articulated vehicles with an overall length of about 90 feet. These vehicles are capable of turning on a radius of 25 meters (about 82 feet), measured to the centerline of the track. A turn on this radius would be accompanied by significant wheel noise and significant wear on the wheels and track. It would be considered only under restricted conditions within the vehicle maintenance facility.

Under restricted conditions, the minimum radius that would be considered for revenue track is 100 feet, measured to the centerline of the track. A turn at this radius would also result in wheel screech and track wear. Turning vehicles require a wider path due to overhang at the vehicle ends and belly-in at the vehicle midpoints (See sketch.).

Maximum Gradient

The maximum grade for LRT depends on the individual situation. The data presented in the table below should be considered guidelines. Specific situations should be reviewed with design engineers.

Maximum Grades

Condition	Open to Weather	Weather Protected
Desirable Maximum	4%	5%
Absolute Maximum	5%	6%

As you have requested information regarding design criteria, we have expressed reluctance to quote minimum or maximum figures without an accompanying statement cautioning you about the use of those figures. The reason for this reluctance is the variety of conditions under which LRT would be constructed and the way in which design of LRT might be adapted to those conditions.

For example, the actual dynamic envelope, or outside dimensions required for clearance of a moving light rail vehicle from any structure it passes, changes with the horizontal and vertical curvature of the track. The sharper the horizontal curve, or the more abrupt the change in vertical alignment, the larger the dynamic envelope must be (See attached sketches.).

The attached drawings do not illustrate two other factors which influence the clearance requirement: 1) superelevation (curve banking) means that the car tips to one side when going around a curve; additional clearance must be allowed for this tipping. The amount of tipping depends on both the speed of the car and

Ms. Kathryn DeSpiegelaere
December 4, 1989
Page 3

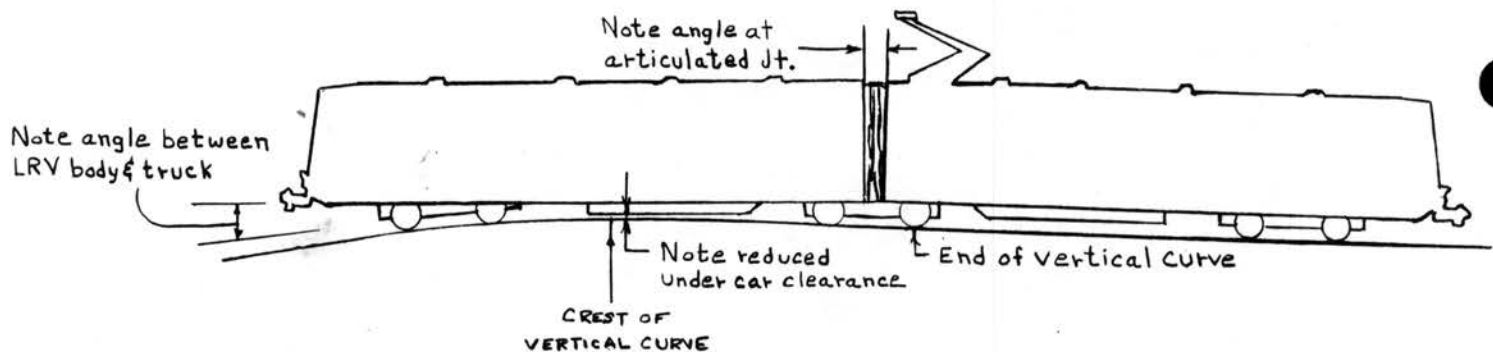
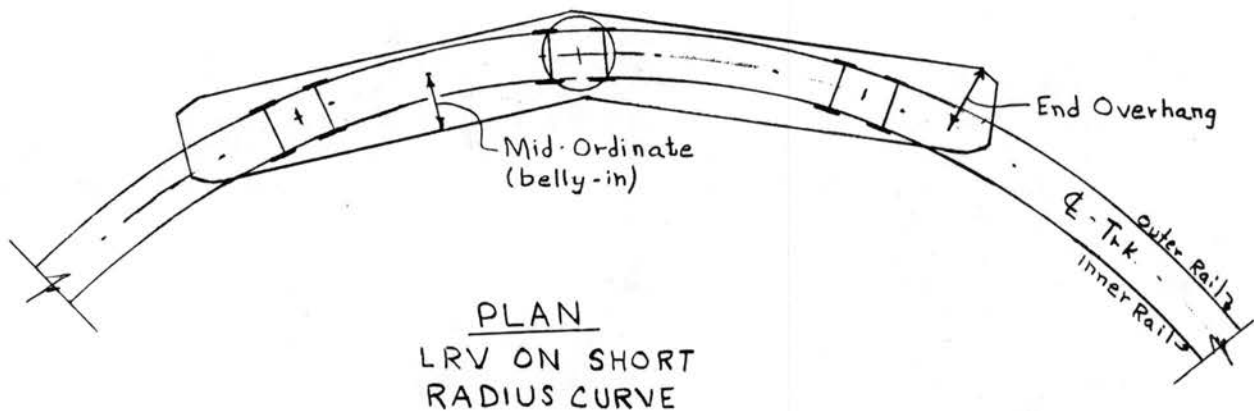
the degree of curvature; it must be calculated for each specific location. 2) car sway is the vertical and horizontal motion of a moving car made possible by necessary leeway in the flanged wheel/rail interface and by the car's suspension system. The amount of car sway depends on car speed, car loading, and horizontal and vertical alignment.

If you have any questions, please call.

DW/ch

Attachments

cc: Paul Bay
Project File: 41-8926



NOTE:
VERTICAL SCALE
EXAGGERATED FOR
CLARITY.

N.T.S.
11/30/89

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. Halpigelore</u> <u>Authorized Signature</u>	<u>Board Action Requested</u> Review of meeting with Brian Clymer, UMTA Administrator DISCUSSION ONLY
<u>12/11/89</u> <u>Date</u>	

Request Justification

Commissioner Duane McCarty met with Brian Clymer, newly appointed Administrator of the Urban Mass Transportation Administration, on November 30. Commissioner McCarty will discuss the highlights of the meeting with you.

Budgeting and Accounting <u>Ed Glauhty</u> <u>12/12/89</u> County Attorney _____ Risk Manager _____ Data Processing _____ _____ Previous Action taken on Request _____	Date / Time Received By
---	----------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date
Committee / Meeting Date
December 19, 1989
Board Date

Signature
Signature
J. L. Henderson
Signature

Date
Date
12/13/89
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

Regional Railroad Authority	Board Action Requested Approve Community Participation Program for Northeast Corridor Alignment Study
Originating Department	
<i>[Signature]</i>	ACTION IS REQUESTED
Authorized Signature	
<i>12/11/89</i>	
Date	

Request Justification

- See attached: 1. Proposed resolution
2. Memorandum from Jill Goski

Budgeting and Accounting	<i>[Signature]</i> <i>12/12/89</i>	Date / Time Received By
County Attorney	<i>[Signature]</i>	
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
December 19, 1989	<i>[Signature]</i>	<i>12/13/89</i>
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority is committed to a strong public participation program in its activities; and

WHEREAS, An alignment study of the Northeast Corridor is being initiated; Now, Therefore, Be It

RESOLVED, That the Community Participation Program for the Northeast Corridor Alignment Study is approved.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

MEMORANDUM

TO: Kathy DeSpiegelaere, Director of Light Rail Transit
FROM: Jill Goski *JG*
SUBJECT: Public Participation for Northeast Corridor
DATE: December 11, 1989

Background

At the November 14 Regional Railroad Authority meeting, a resolution was passed authorizing the RCRRA staff to prepare and issue a request for proposal for consultant services for a Northeast Corridor LRT Alignment Study. The documentation accompanying the resolution specified that a community participation program for the Northeast Corridor alignment study would be presented to the RCRRA in December. The purpose of this memorandum is to outline the community participation program for the Northeast Corridor alignment study.

The Northeast Corridor is defined as an area extending generally from downtown St. Paul to the north border of Ramsey County and from I-35E to White Bear Avenue. The Northeast Corridor work is proposed to study potential alignments including, but not limited to, I-35E, Willard Munger Trail, Burlington Northern, and T.H. 61. Connections into downtown St. Paul and the downtown alignments recommended for LRT in the current Midway Corridor preliminary engineering work will also be analyzed. The project is anticipated to take 12 months to complete.

Recommended Community Participation Program

Public participation for this project will include:

1. Frequent interaction with these organizations:

Ramsey County
Cities of St. Paul, Maplewood, White Bear Lake, Vadnais Heights, Gem Lake, Little Canada
White Bear Township
St. Paul District Councils 2, 4, 5, and 17
Business groups
Minnesota Department of Transportation
Minnesota Department of Natural Resources
Washington County
Metropolitan Council
Metropolitan Transit Commission
Regional Transit Board

2. A Northeast Corridor Task Force to review information and make a recommendation on an alignment for the Northeast Corridor. Proposed membership will be a representative and alternate from each affected district council in St. Paul (Districts 2, 4, 5, and 17); two community representatives appointed by each municipality, other than St. Paul, along the corridor in Ramsey County; and business community representatives. (Consider reactivating the previous NECTF)

3. A Technical Committee to review information and make recommendations on issues throughout the project. Technical staff from municipalities along the corridor, adjacent counties, transportation agencies and other affected groups will make up the Technical Committee and will also participate in small group discussions, as appropriate to the issues.

4. An Intergovernmental Committee to address issues and make recommendations throughout the project. The Intergovernmental Committee will be comprised of elected or appointed officials from municipalities along the corridor, adjacent counties, transportation agencies and other affected groups.

5. Work sessions may be held at intervals with RCRRRA Commissioners and presentations may be required by consultants at RCRRRA meetings.

6. Newsletters will be mailed to approximately 1000 people at regular intervals during the course of the project.

7. Forums may be held at locations in the Northeast Corridor at milestones in the project.

8. Press releases will be sent at significant points of the study to newspapers.

9. Presentations to interested groups will be provided by staff and consultants as needed throughout the project.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Regional Railroad Authority Originating Department <u><i>K. Delapierre</i></u> <u><i>12/15/89</i></u> Authorized Signature Date	Board Action Requested Ratify Partial Payment No. 11 to Strgar-Roscoe-Fausch, Inc., in the amount of \$2,665.60. * Action is required.
--	--

Request Justification

✓ Ramsey County Regional Railroad Authority has contracted the professional services of Strgar-Roscoe-Fausch, Inc. for the purposes of developing a Comprehensive Light Rail Transit Plan. Contract Agreement No. RCRRA-88-002 governs the performance of services and terms of payment. Payment in the amount of \$2,665.60, for the period ending October 31, 1989, has been issued in accordance with contract provisions and Rail Authority Resolution No. R89-16. Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments:
- 1) Accounts Payable form and Partial Payment No. 11
 - 2) SRF Invoice No. 11 and attachments
 - 3) Proposed resolution ratifying payment

Budgeting and Accounting <u><i>Ed Glauflitz</i></u> <u><i>12/12/89</i></u> County Attorney <u><i>Don McCall</i></u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
---	---

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date December 19, 1989	<u><i>J. L. Glendinning</i></u> Signature	<u><i>12/13/89</i></u> Date
Board Date		



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

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

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

RESOLVED, Invoice and payment documentation for Partial Payment No. 11 in the amount of \$2,665.60 is in accordance with governing contract provisions and payment in that amount is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

- (1) CHARGE TO: Dept. Regional Railroad Authority Date December 7, 1989
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA 736	1	

1-2 3-7 8 9-14

(3) Code

WARRANT NO.				
RFC	Fund	Dept	Object	Amount
	591	59102	020102	\$2,665.60

15-17 18-20 21-25 26-31 32-41

\$2,665.60
Total

- (4) PAY TO: 2
 8 First Name & Initial 9-22
STRGAR-ROSCOE-FAUSCH, INC.
 Last Name or Firm Name 23-52

 53-76
3 One Carlson Parkway N., Suite 150
 8 Address 9-32
Minneapolis, MN
 City State 33-54 Zip Code 55-59 55447
 Soc Sec No OR
 Fed Tax ID 60-71

- (5) On Check Stub Put: 4 Partial Pymt. #11, Contract RCRRA-88-002; PA 736
 9-60
5 Comp LRT Plan; Acct. 59102-020102; 10/31/89
 9-60

For Risk Management Use Only 6
 8
 Last Name First Name

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

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

Preparer's Signature: G. H. H. H. H. H.

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

Authorized Signature: T. H. H. H. H. H.

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

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

PARTIAL PAYMENT NO. 11

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59102 AGREEMENT NO: PA 736

DATE: 01 DEC 89

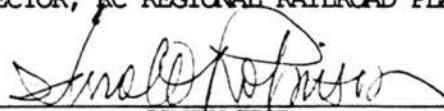
RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

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

ACCOUNT NUMBER 59102-020102	PERCENT COMPLETED	95.0%
TOTAL VALUE OF WORK CERTIFIED - 31 OCT 89		\$415,691.14
LESS RETAINAGE		\$21,000.00
AMOUNT DUE		\$394,691.14
LESS PREVIOUSLY APPROVED PAYMENTS:		\$392,025.54
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$2,665.60</u>

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

12/3/89 
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

12/8/89 
DATE CONTRACTOR

PREVIOUS PARTIAL PAYMENTS:

PARTIAL PAYMENT NO. 1	\$6,806.63
PARTIAL PAYMENT NO. 2	\$11,096.78
PARTIAL PAYMENT NO. 3	\$25,484.29
PARTIAL PAYMENT NO. 4	\$30,085.93
PARTIAL PAYMENT NO. 5	\$38,911.95
PARTIAL PAYMENT NO. 6	\$52,823.45
PARTIAL PAYMENT NO. 7	\$118,333.29
PARTIAL PAYMENT NO. 8	\$57,102.29
PARTIAL PAYMENT NO. 9	\$49,351.57
PARTIAL PAYMENT NO. 10	\$2,029.36
PARTIAL PAYMENT NO. 11	\$2,665.60
PARTIAL PAYMENT TOTAL:	<u>\$394,691.14</u>

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$437,700.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	\$394,691.14
AMOUNT REMAINING ON AGREEMENT	<u>\$43,008.86</u>

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

Telephone: (612) 475-0010

Refer to File: 0881127-1134

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

Invoice Date: 10/31/89

Invoice No. 11

Period Ending: 10/31/89

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

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Task 1 -Phase I	1127	0.00	21,632.26	21,632.26
Task 2 -Standards/Policies	1128	0.00	12,100.50	12,100.50
Task 3 -Corridor Ident./Evaluation	1129	0.00	120,965.25	120,965.25
Task 4 -Downtown St. Paul Alignment	1130	0.00	17,115.53	17,115.53
Task 5 -LRT Staging Plan	1131	0.00	5,996.25	5,996.25
Task 6 -Operating/Financial Plan	1132	0.00	20,338.46	20,338.46
Task 7 -Draft & Final LRT Plans	1133	2,137.25	28,432.10	30,569.35
Task 8 -Community/Agency Particip. *	1134	412.50	87,865.89	88,278.39
Total Labor and Overhead		2,549.75	314,446.24	316,995.99
Direct Non-Salary Costs - Phase I	1127	0.00	573.18	573.18
Direct Non-Salary Costs - Phase II	1159	115.85	120,211.56	120,327.41
TOTAL FEE EARNED		2,665.60	435,230.98	437,896.58
LESS RETAINAGE - PHASE II		0.00	21,000.00	21,000.00
TOTAL		2,665.60	414,230.98	416,896.58
TOTAL AMOUNT DUE THIS INVOICE		2,665.60		

* TASK 8

Community/Agency Participation	0.00
Newsletter/Presentation Materials	0.00
Special Meetings/Preparation	412.50
TOTAL	412.50

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

Telephone: (612) 475-0010

Refer to File: 0891160-1161

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

Invoice Date: 10/31/89

Invoice No. 11

Period Ending: 10/31/89

re: COMPREHENSIVE LRT PLAN
OUT OF SCOPE SERVICES

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Out of Scope Work Requested	1160	0.00	145.20	145.20
Out of Scope Non-Salary Costs	1161	75.00	5,740.63	5,815.63
TOTAL FEE EARNED		75.00	5,885.83	5,960.83
TOTAL AMOUNT DUE THIS INVOICE		75.00		

=====

COMMISSION # 881137
LRT PLAN - DRAFT & FINAL LRT PLANS
PERIOD ENDING OCTOBER 31. 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	4.0	320.00
F. Robinson	Principal	75.00	21.0	1575.00
F. Loetterle	Trans. Planner	41.25	3.0	123.75
V. Martinez	Technician	33.83	1.5	50.75
A. Tassoni	Technician	33.49	1.2	40.19
B. Bersie-Ashfeld	Word Processor	37.95	0.4	15.18
K. Dooley	Clerical	24.75	0.5	12.38
-----	TOTALS -----		31.6	2137.25

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

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Principal	75.00	5.5	412.50
----- TOTALS -----			5.5	412.50

891159

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

LRT PLAN - PHASE II DIRECT COSTS

CAT #	CATEGORY	
1	MILEAGE	81.38
2	PARKING	14.50
8	LONG DISTANCE TELEPHONE	0.43
51	CPP 10 X 12 PAPER	11.68
56	CPF 10 X 12 FILM	6.76
83	FAX	1.10

TOTAL DIRECT EXPENSES

115.85

891161

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

LRT PLAN - DIRECT OUT OF SCOPE COSTS

CAT #	CATEGORY	
11	MEETING EXPENSES	75.00

	TOTAL DIRECT EXPENSES	75.00

RADISSON ST. PAUL HOTEL

11 East Kellogg Boulevard
ST. PAUL, MN 55101, (612) 292-1900

BANQUET DEPARTMENT

NO. 14730

DAY Mar

ROOM *Suite*
ENGAGER: 40.51738

DATE Apr 11 89

DESCRIPTION	AMOUNT
3 1/2 plates - Dinner 12.50	61.25
2 Desserts 15.50	31.00

Revised 75.00

Entered on
00ps 10-30-89

Eighty percent (80%) of the service charge is given to Radisson employees who work the function. This is the banquet employee service charge.

TOTAL 167.25

Twenty percent (20%) of the service charges goes to the house. This is the house service charge.

SERVICE CHARGE 13.84

SUB TOTAL

TAX 5.70

6% Minnesota sales tax is charged on

TOTAL 186.79

BILLING INSTRUCTIONS

Ramsey County Boards of Commissioners

316. St. House - N.W. Kellogg St Paul
VISA 4190 0084 0290 0780
E 6-89

SIGNATURE

170-080

WHITE - Customer Copy YELLOW - Accounting Copy PINK - File Copy

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

10

<u>Regional Railroad Authority</u> Originating Department <i>K. DeSpiegelaere</i> Authorized Signature Date <u>12/18/89</u>		Board Action Requested Approve and authorize final payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$35,319.56 for services and costs accrued during completion of Agreement No. RCRRA-88-002 <u>*Action is Requested.</u>
---	--	---

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan. Contract Agreement Number RCRRA-88-001, in the amount of \$437,700 governs the performance of services and terms of payment. The work and accounting documentation is in accordance with contract requirements. Payment in the amount of \$35,319.56 for all services and costs accrued during completion of this task. This is the final payment under this agreement.

- Attachments are:
1. Memorandum from K. DeSpiegelaere
 2. Accounts payable form and Partial Payment No. 12 (final)
 3. SRF Invoice No. 12 and attachments
 4. Proposed resolution authorizing payment to Strgar-Roscoe-Fausch Inc.

Funds are available

Budgeting and Accounting Ed Playfry 12/12/89

County Attorney [Signature]

Risk Manager _____

Data Processing _____

Previous Action taken on Request _____

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date _____

Committee / Meeting Date
December 19, 1989

Board Date _____

Signature _____

Signature [Signature]

Signature _____

Date _____

Date 12/13/89

Date _____



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan for Ramsey County; and

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

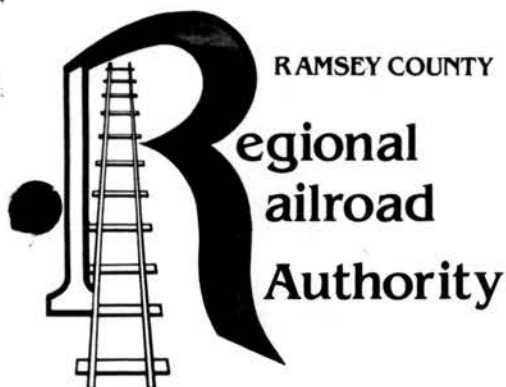
WHEREAS, Strgar-Roscoe-Fausch, Inc. has satisfactorily completed all contractual obligations identified in the referenced agreement, and provided detailed invoice documentation for all services and costs accrued; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. Partial Payment No. 12 (Final), and attachments thereto, provide the correct documentation of all payments due Strgar-Roscoe-Fausch, Inc. for performance of services in accordance with this Agreement; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes payment \$35,319.56 to Strgar-Roscoe-Fausch, Inc. for services rendered in accordance with Agreement Number RCRRA-88-002.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

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

SUBJECT: Final Payment to Strgar-Roscoe-Fausch, Inc.
Agreement No. RCRRA-88-002

DATE: December 8, 1989

The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan for Ramsey County. Contract Agreement Number RCRRA-88-002, in the amount of \$437,700, governs the performance of services and terms of payment.

The attached Accounts Payable form, partial payment summary, and Strgar-Roscoe-Fausch, Inc. Invoice No. 12 and attachments thereto, identify all services and costs accrued during completion of agreement obligations. The work and accounting documentation is in accordance with contract requirements. Payment in the amount of \$35,319.56 will close (final) this agreement.

Recommendation:

Authorize payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$35,319.56.

KD/blk
Attachments

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date December 7, 1989
 (2) Appropriation Item Consulting Services

For Accounting Use Only

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

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59102	020102	\$35,319.56

15-17 18-20 21-25 26-31 32-41

\$35,319.56
Total

(4) PAY TO: 2
 8 First Name & Initial 9-22
STRGAR-ROSCOE-FAUSCH, INC.
 Last Name or Firm Name 23-52
53-76
3 One Carlson Parkway N., Suite 150
 8 Address 9-32
Minneapolis, MN 55447
 City State 33-54 Zip Code 55-59 Fed Tax ID 60-7

(5) On Check Stub Put: 4 Partial Pymt. 12(Final); RCRRRA88-002; PA 736
9-60
5 Acct. 59102-020102; Comp LRT Plan; 11/31/89
9-60

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

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

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

Preparer's Signature: Bette J. Jorgensen

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

Authorized Signature: K. H. Jorgensen

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

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

PARTIAL PAYMENT NO. 12(FINAL)

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59102

AGREEMENT NO: PA 736

DATE: 06 DEC 89

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

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

ACCOUNT NUMBER 59102-020102	PERCENT COMPLETED	100.0%
TOTAL VALUE OF WORK CERTIFIED - 31 NOV 89		\$430,010.70
LESS RETAINAGE		\$0.00
AMOUNT DUE		\$430,010.70
LESS PREVIOUSLY APPROVED PAYMENTS:		\$394,691.14
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$35,319.56</u>

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

<u>12/5/89</u>	<u>Kathleen Helgeson</u>
DATE	DIRECTOR / RC REGIONAL RAILROAD PLANNING
<u>12/8/89</u>	<u>Donald Robinson</u>
DATE	CONTRACTOR

PREVIOUS PARTIAL PAYMENTS:

PARTIAL PAYMENT NO. 1	\$6,806.63
PARTIAL PAYMENT NO. 2	\$11,096.78
PARTIAL PAYMENT NO. 3	\$25,484.29
PARTIAL PAYMENT NO. 4	\$30,085.93
PARTIAL PAYMENT NO. 5	\$38,911.95
PARTIAL PAYMENT NO. 6	\$52,823.45
PARTIAL PAYMENT NO. 7	\$118,333.29
PARTIAL PAYMENT NO. 8	\$57,102.29
PARTIAL PAYMENT NO. 9	\$49,351.57
PARTIAL PAYMENT NO. 10	\$2,029.36
PARTIAL PAYMENT NO. 11	\$2,665.60
PARTIAL PAYMENT NO. 12(FIN)	\$35,319.56
PARTIAL PAYMENT TOTAL:	<u>\$430,010.70</u>

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT.....	\$437,700.00
FINAL CONTRACT TOTAL.....	<u>\$430,010.70</u>

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

Telephone: (612) 475-0010

Refer to File: 0881127-1134

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

Invoice Date: 11/30/89

Invoice No. 12

Period Ending: 11/30/89

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

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Task 1 -Phase I	1127	0.00	21,632.26	21,632.26
Task 2 -Standards/Policies	1128	0.00	12,100.50	12,100.50
Task 3 -Corridor Ident./Evaluation	1129	0.00	120,965.25	120,965.25
Task 4 -Downtown St.Paul Alignment	1130	0.00	17,115.53	17,115.53
Task 5 -LRT Staging Plan	1131	0.00	5,996.25	5,996.25
Task 6 -Operating/Financial Plan	1132	0.00	20,338.46	20,338.46
Task 7 -Draft & Final LRT Plans	1133	5,479.03	30,569.35	36,048.38
Task 8 -Community/Agency Particip. *	1134	0.00	88,278.39	88,278.39
Total Labor and Overhead		5,479.03	316,995.99	322,475.02
Direct Non-Salary Costs - Phase I	1127	0.00	573.18	573.18
Direct Non-Salary Costs - Phase II	1159	11,469.44	120,327.41	131,796.85
TOTAL FEE EARNED		16,948.47	437,896.58	454,845.05
Maximum Allowable Per Agreement		14,319.56	437,896.58	452,216.14
Add Retainage Due		21,000.00		
TOTAL AMOUNT DUE THIS INVOICE		<u>35,319.56</u>		

* TASK 8

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

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

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Principal	75.00	2.0	150.00
F. Loetterle	Trans. Planner	41.25	14.5	598.13
L. Wiley	Landscape Architect	33.00	1.3	42.90
D. Paulu	Sr. Technician	36.30	19.0	689.70
K. Ruff	Sr. Technician	36.00	33.5	1206.00
V. Martinez	Technician	33.83	32.0	1082.56
A. VonDuyke	Technician	33.00	4.5	148.50
J. Lubenda	Technical Writer	41.25	8.7	358.88
B. Bersie-Ashfeld	Word Processor	37.95	2.7	102.47
L. Charley	Word Processor	26.40	20.1	530.64
K. Dooley	Clerical	24.75	23.0	569.25
-----	TOTALS -----		161.3	5479.03

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

LRT PLAN - PHASE II DIRECT COSTS

CAT #	CATEGORY	
1	MILEAGE	8.53
8	LONG DISTANCE TELEPHONE	1.08
17	PRINTING	11200.00
22	SUPPLIES	88.75
51	CPP 10 X 12 PAPER	40.88
52	CPP 12 X 18 PAPER	13.60
53	CPP 20 X 24 PAPER	82.08
56	CPF 10 X 12 FILM	13.52
58	CPFAB 10X12 FILM. ADHES.BACK	21.00

TOTAL DIRECT EXPENSES

11469.44

**OMEGA LITHOGRAPH, INC.**15090 23RD AVE., N. PH. 612-475-1826
MINNEAPOLIS, MN 55447

DATE

NUMBER

11/30/89 4022

P. O. No. 358

Acct. No. 87133

Job No. 4726

STRGAR-ROSCOE-FAUSCH, INC.

Suite 150

One Carlson Parkway North

Minneapolis, MN 55447

TERMS: NET 30 DAYS

Quantity	Description	Price
550	Ramsey County LRT Plans	
1,050	Executive Summaries	11,200.00

Comm. 1159

Sub Total

Sales Tax

TOTAL

11,200.00

0.00

11,200.00

THANK YOU FOR YOUR ORDER

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

Regional Railroad Authority Originating Department <u>K. DeSpiegelaere</u> <u>12/18/89</u> Authorized Signature Date		Board Action Requested Approve and authorize payment to BRW, Inc. in the amount of \$16,204.16. *Action is Requested.
---	--	---

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor. Contract agreement number RCRRRA 89-003, in the amount of \$1,398,039 governs the performance of services and terms of payment. The work and accounting documentation is in accordance with contract requirements. Payment in the amount of \$16,204.16 accounts for RCRRRA's share of services and costs accrued through October 31, 1989.

- Attachments are:
1. Memorandum from K. DeSpiegelaere
 2. Accounts Payable form and Partial Payment No. 2
 3. BRW Invoice No. 55952 and attachments
 4. Proposed resolution authorizing payment to BRW

<u>Funds ARE Available</u> Budgeting and Accounting <u>E. J. Blawie</u> <u>12/12/89</u> County Attorney <u>[Signature]</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____		Date / Time Received By
--	--	--

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date _____ Committee / Meeting Date December 19, 1989 Board Date	Signature _____ Signature <u>[Signature]</u> Signature	Date _____ Date 12/13/89 Date
---	---	--



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-89-003, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through October 31, 1989; and

WHEREAS, BRW, Inc. Invoice No. 55952, Partial Payment No. 2, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through October 31, 1989; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes payment of \$16,204.16 to BRW, Inc. for RCRRA's share of services rendered through October 31, 1989.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 6

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

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

SUBJECT: Partial Payments to BRW, Inc.

DATE: December 5, 1989

The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor. Contract Agreement Number RCRRA-89-003, in the amount of \$1,398,039, governs the performance of services and terms of payment.

The attached Accounts Payable form, partial payment summary, and BRW, Inc. Invoice No. 55952 and attachments thereto identify all services and costs accrued through October 31, 1989. The work and accounting documentation is in accordance with contract requirements.

Partial Payment documentation does identify cost shares for the RCRRA and HCRRA in accordance with the First Amendment to Agreement Number RCRRA-89-003. The RCRRA share of Partial Payment No. 2 totals \$16,204.16.

Recommendation:

Authorize payment to BRW, Inc. in the total amount of \$16,204.16.

KD/blk
Attachments

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date December 5, 1989
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA 800	1	
1-2	3-7	8	9-14

WARRANT NO.

(3) Code				
RFC	Fund	Dept	Object	Amount
	591	59103	020102	\$16,204.16
15-17	18-20	21-25	26-31	32-41

\$16,204.16
Total

(4) PAY TO: 2
 8 First Name & Initial BRW, INC. 9-22
 Last Name or Firm Name Thresher Square 23-52
3 700 Third Street South 53-76
 8 Address Minneapolis, MN 9-32
55415
 City State 33-54 Zip Code 55-59 Fed Tax ID 60-7

(5) On Check Stub Put: 4 Inv. No. 55952; Partial Pymt. No. 2; Acct. No. 59103-020102
9-60
5 Phase I PE/EIS/Midway Corridor; 10/31/89; RCRRA-89-003
9-60

For Risk Management
Use Only

6 8 9-24
 Last Name First Name

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

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

Preparer's Signature: Bette Hursch

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

Authorized Signature: R. Desjardins

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

INVOICE
55952

MINNEAPOLIS • DENVER • PHOENIX • TUCSON • ST. PETERSBURG

Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

DATE: October 31, 1989

JOB NO: 41-8923 through
41-8936, 62-8944

INVOICE PERIOD: October 1 - October 31, 1989
INVOICE DATE: October 31, 1989
FEDERAL TAX ID NUMBER: 41-1625272

For Professional Services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA 89-003.

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	\$ 17,057.01	\$ 23,992.93	\$ 41,049.94
o Less 5% Retainage	852.85	1,199.65	2,052.50
o Due This Billing	\$ 16,204.16	\$ 22,793.28	\$ 38,997.44
Hennepin County RRA	\$ 2,275.93	\$ 3,116.00	\$ 5,391.93
o Less 5% Retainage	113.80	155.80	269.60
o Due This Billing	\$ 2,162.13	\$ 2,960.20	\$ 5,122.33

NOTE: See the attached details on cost by work tasks and allocation of cost to each RRA.

I hereby certify that the above statement is just and correct and payment has not been received.

BRW, INC.


David W. Warner, PE
Senior Associate

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA - 89-003
COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA

WORK TASK	JOB NUMBER	LABOR*	DIRECT EXPENSES**	TOTAL	RCRRA ALLOCATION		HCRRA ALLOCATION	
					%	AMOUNT	%	AMOUNT
0 Project Management	41-8923	\$ 1,982.50	\$ 8.22	\$ 1,990.72	89	\$ 1,771.74	11	\$ 218.98
1 Project Initiation Activities	41-8924	1,417.50		1,417.50	88	1,247.40	12	170.10
2 Community Participation Program	41-8925	1,169.75	18.80	1,188.55	90	1,069.70	10	118.85
3 System Planning and Engineering	41-8926, 62-8944	11,348.75	432.92	11,781.67	88	10,367.87	12	1,413.80
4 Route Engineering and Design	41-8927	2,652.50	285.00	2,937.50	88	2,585.00	12	352.50
5 Prototypical Station Zone Design	41-8928				90		10	
6 Support Facilities	41-8929				100		0	
7 Cost Analysis	41-8930				88		12	
8 Finance and Management Analysis	41-8931, 41-8936		17.00	17.00	90	15.30	10	1.70
9 Implementation Planning	41-8932				90		10	
10 Environmental Studies	41-8933				88		12	
11 Select Locally Preferred Alternative	41-8934				88		12	
12 Work Program - Phase II Preliminary Engineering	41-8935				88		12	
TOTAL		\$18,571.00	\$ 761.94	\$ 19,332.94		\$17,057.01		\$ 2,275.93

* See attached labor cost by employee by work tasks.

** See attached listing.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

12

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>12/4/89</u> <u>Authorized Signature</u> <u>Date</u>		<u>Board Action Requested</u> Delegation of Payment Authorization Agreement Number RCRRA-89-003. <u>*Action is Requested.</u>
--	--	--

Request Justification

- See Attached: 1. Proposed Resolution.
 2. Memorandum from K. DeSpiegelaere.

<u>Budgeting and Accounting</u> <u>Ed Glatz</u> <u>12/12/89</u> <u>County Attorney</u> <u>[Signature]</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
--	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>December 19, 1989</u>	<u>[Signature]</u>	<u>12/13/89</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

WHEREAS, Contract Agreement Number RCRRA 89-003 in the amount of \$1,398,039, and the First Amendment thereto, governs the performance of services and terms of payment; and

RESOLVED, That the Director of Light Rail Transit Planning for the Ramsey County Regional Railroad Authority is authorized to approve payments to BRW, Inc. for work completed and invoiced in accordance with agreement requirements; and Be It Further

RESOLVED, The invoice and payment documentation shall be submitted to the Rail Authority for ratification at the next scheduled meeting following approval of invoice documentation; and Be It Further

RESOLVED, The final payment for services rendered under Ramsey County Regional Railroad Authority Agreement No. RCRRA 89-003 shall not be issued until approved by resolution of the Rail Authority.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

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

MEMORANDUM

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

FROM: K. DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Delegation of Payment Authorization to BRW, Inc.

DATE: November 7, 1989

Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor are underway. BRW, Inc., consultant for the project, is actively performing services related to tasks 1 - 12 of the governing work plan. Itemized invoices for services and costs accrued are submitted monthly.

Payment authorization to Rail staff for this project is currently limited to \$2,000, well below anticipated consultant billings. As agenda items must be prepared ahead of scheduled Rail Authority meetings to allow proper documentation review, and since the Rail Authority is not always able to meet twice per month, payment for professional services may periodically be less than timely. In an effort to ensure timely payment, we recommend the Rail Authority delegate sign-off authority to the Director of Light Rail Transit Planning.

Similar delegation of sign-off authority was granted to ensure timely payments to Stigar-Roscoe-Fausch, Inc. for work completed on the Comprehensive Light Rail Transit Plan for Ramsey County. Delegation was conditional on submittal of processed payment documentation to the Authority for ratification and submittal of the final payment documentation to the Authority prior to issuance of payment.

Recommendation:

Delegate payment sign-off authority to the Director of Light Rail Transit Planning.

KD/blk

**SUGGESTED CLARIFICATIONS ON
LIGHT RAIL TRANSIT DEVELOPMENT AND FINANCIAL PLAN**

1. That the staff recommendations for the maximum ten- and twenty-year plans be accepted. (Does not include St. Paul East as recommended in the twenty-year plan by the LRT Advisory Committee or the T.H. 13 terminus for Minneapolis South in the ten-year plan.) *Failed*
2. That Alternative 3 be selected as the recommended staging plan. *passed*
3. That the core system (Group A) be built as expeditiously as possible and be funded 100 percent with regional and state funds. *passed*
4. That ~~all other~~ *(other than Group A)* corridors require a 20 percent county match. The local match would be provided with regional funds for those corridors that receive federal funding. *Failed*
5. That RTB strongly recommend the implementation of LRT in the Minneapolis South corridor in conjunction with the reconstruction of I-35W. *passed*
6. That all corridors in the maximum ten-year plan be allowed to proceed with alignment studies, preliminary engineering, environmental reviews, and right-of-way acquisition. *Groups B & C* *passed*
7. That the following additional conditions be met before construction approval:
 - 20 percent minimum local match
 - certification that all right-of-way has been acquired or is under the control of the implementing agency*not considered*
8. Priorities for regional funding sources are:
 - Legislative Authorization:
 - 2- 40 percent of new growth in fiscal disparities
 - 1- 2- Regional sales tax for broad based transportation purposes
 - 3- RTB bonding authority (supported by RTB debt service levy)*passed*
9. That advance local funding would be reimbursed for Group B corridors if a new ongoing regional funding source becomes available. *not considered*
10. That the plan be reviewed annually and formally updated every two years as part of the Five-Year Transit Plan. *passed*

RTB's

12/15/89

Policy Committee of RTB

BRIEFING MEMORANDUM ON THE USE OF FISCAL DISPARITIES AS A REVENUE SOURCE FOR LIGHT RAIL TRANSIT

December 14, 1989

Introduction

The purpose of this memo is to provide background information about the objectives, operation, and effects of the fiscal disparities program under current law and to analyze the feasibility and tax impact of the proposal to use fiscal disparities as a source of revenue for financing development of a light rail transit (LRT) in the Twin Cities metropolitan area.

Objectives of Fiscal Disparities

The objectives of the fiscal disparities program, as stated in the 1971 legislation which created it, can be summarized as follows:

1. *To provide a way for local governments to share in the resources generated by the growth of the area as a whole;*
2. *To promote orderly patterns of economic development within the metro area by reducing the impact of local fiscal considerations;*
3. *To establish incentives for all local jurisdictions to work for the growth of the metro area as a whole;*
4. *To provide a means by which the metro area's resources can be made available within and through the existing system of local governments;*
5. *To help communities in early stages of development and redevelopment when financial pressures are the greatest;*
6. *To encourage the development of parks and preservation of open spaces by reducing the impact of local fiscal considerations.*

How Fiscal Disparities Works

The fiscal disparities program is, in essence, a regional tax base sharing plan designed to share the benefits of regional commercial-industrial development among all communities in the seven county metropolitan area. Under the program, 40% of the metro area's commercial-industrial tax base growth since 1971 is contributed to an area wide tax base pool and then redistributed among all local taxing jurisdictions based primarily on the relative fiscal capacities of local tax bases.

The amount of tax capacity contributed to the fiscal disparities pool is calculated annually based on current property valuation data. Contribution amounts reflect all new commercial-industrial construction since 1971 plus inflation, improvements, and corrections in value. For Pay 1989, the fiscal disparities pool totalled \$275 million of tax capacity. This total represents approximately 30% of the tax capacity of all business property in the metro area as a whole. By contrast, in Pay 1980, the value of tax base contributed to the fiscal disparities pool represented only about 13% of the metro area business property total.

The fiscal disparities pool is redistributed annually. The share distributed to each underlying municipality is determined by a complex formula that considers both population and the relative strength of local tax bases (as measured by market value per capita). In general, those municipalities whose market values per capita are lowest get the most benefit from the fiscal disparities distribution formula.

Effect of Fiscal Disparities

Fiscal disparities has been used as a tool for achieving tax base equity in the metro area. It has narrowed the range of per capita commercial industrial tax bases of area cities. According to the Citizens League, the ratio of the highest and lowest per capita commercial-industrial tax base is now four to one. Without fiscal disparities, that ratio would be more than 21 to one.

Who Contributes and Who Gains from Fiscal Disparities

Many more communities receive net gains from fiscal disparities than make net contributions. In 1989, 158 metro area communities experienced net tax base increases while only 33 had net tax base decreases. Many more communities gained than lost tax base within each of the seven counties. In general, communities which are net contributors tend to have high concentrations of commercial-industrial development and/or higher than average market values per capita.

Exhibit I shows the effects of fiscal disparities at the county level for Pay 1989. Hennepin County is the only county that realized a net loss under fiscal disparities. Its underlying municipalities contributed approximately \$50 million more in tax capacity than they received through distributions. That \$50 million net loss represented approximately 4% of Hennepin County's total taxable tax capacity. Each of the other metro area counties received a net benefit from fiscal disparities. These net benefits total the same \$50 million that Hennepin County realized as its net loss.

In relative terms, the entities which benefit most from fiscal disparities are those whose net distributions make up the largest percentage of its total taxable gross tax capacity. Using this measure, Anoka and Carver Counties, with net distribution percentages of approximately 10% and 9% respectively appear to be the biggest recipients among the counties. Washington, Scott, Ramsey and Dakota Counties realized net benefits of 7%, 5%, 3%, and 1% respectively.

Summary of Proposal to Use Fiscal Disparities to Fund LRT Capital Costs

The Joint LRT Advisory Committee has passed a motion proposing that 40% of future new growth contributions to the fiscal disparities pool after Pay 1990 be dedicated to fund LRT construction costs. The remaining 60% of growth contributions plus all growth from 1971 through 1990 would be distributed to participating jurisdictions in the same manner now used.

This proposal would produce substantial revenues for LRT development. Based on an analysis conducted using a computer model developed by the City of Minneapolis, it is estimated that the following amounts would be available from the fiscal disparities pool for LRT capital costs in the years 1991-1997:

1991	\$ 16.3 million
1992	\$ 33.5 million
1993	\$ 52.3 million
1994	\$ 71.9 million
1995	\$ 92.5 million
1996	\$113.8 million
1997	\$136.2 million

Impact of LRT Financing Proposal

To assess the impact of this proposal on current participants in the fiscal disparities program, the consulting team used the City of Minneapolis model to analyze how the relative fiscal disparity distributions to each municipality would be changed in Pay 1993 if this proposal were implemented. Pay 1993 was chosen for the tax impact analysis because it is a relatively early year in the LRT program, yet the \$52.3 million of revenue that would be produced in that year is large enough to support substantial LRT bonding.

Exhibit II shows a summary of the results of the Pay 1993 tax impact analysis for each metro area county plus selected major communities within each of the counties. All communities within each of the seven counties lose tax base relative to what they would have had. Those communities who were net recipients from fiscal disparities under current law would realize less of a gain or, in the case of some marginal net gainers, possibly become net contributors. Those communities who were net contributors under current law would become bigger net contributors. The reason all communities would lose under this proposal is that contributions would remain the same as under current law while distributions would be cut across the board. The total distribution loss would be equal to the \$52.3 million taken for LRT.

The reduction in fiscal disparities distributions as a result of LRT financing would affect the seven metro area counties as follows: The distribution to Hennepin County would drop by approximately \$20 million; the distributions to Ramsey County would drop by approximately \$13 million; the distribution to Anoka County would drop by \$7 million; the distribution to Dakota County would drop by \$6.3 million; the distribution to Washington County would drop by \$3.4 million; the distribution to Scott County would drop by \$1.4 million; and the distribution to Carver County would drop by \$1.3 million.

It is important to note that in addition to these losses at the municipal and county levels, each metro area school district would also lose tax capacity equal to the amounts lost by each of its underlying municipalities.

The net effect of lost local tax base growth would be higher tax capacity rates for all counties, municipalities and school districts. Rates would be higher because tax bases would be smaller, thereby necessitating a higher rate in order to realize the same amount of revenue.

The combined increases in local tax rates over those that would have been in place had fiscal disparities not been changed would, in essence, constitute an LRT property tax. The only difference between this form of LRT property tax and one which is levied directly is that this tax would not show up as a line item on tax statements sent to local property owners. Instead, this LRT tax would be buried within the higher tax levies of all other local jurisdictions.

EXHIBIT I

CALCULATION OF TAXABLE GROSS TAX CAPACITIES: TWIN CITIES METRO AREA COUNTIES (PAY 1989)

	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington
Gross Tax Capacity							
Real Estate	167,398,238	38,164,509	257,367,082	1,344,473,946	458,283,097	46,864,486	120,565,954
Personal Property	5,348,261	839,525	6,855,442	21,077,621	9,487,432	1,032,327	4,006,319
Total	172,746,499	39,004,034	264,222,524	1,365,551,567	467,770,529	47,896,813	124,572,273
Fiscal Disparities							
Contribution	(13,767,658)	(2,215,776)	(26,710,656)	(149,694,016)	(45,175,693)	(4,327,913)	(8,008,486)
Distribution	32,811,846	5,790,721	28,248,473	99,604,861	60,157,061	6,601,195	16,653,538
Net Distrib/(Contrib)	19,044,188	3,574,945	1,537,817	(50,089,155)	14,981,368	2,273,282	8,645,052
Captured Tax Increment	(9,366,022)	(4,305,784)	(7,960,896)	(98,088,061)	(28,573,080)	(5,006,355)	(2,560,685)
Transmission Line Credit	0	0	0	(32,174)	0	0	(26,393)
Taxable Gross Tax Capacity	182,424,665	38,273,195	257,799,445	1,217,342,177	454,178,817	45,163,740	130,630,247
FD Net as % of Total	10%	9%	1%	-4%	3%	5%	7%

Source: County Auditors' Certificates

COMPARISON OF FISCAL DISPARITIES DISTRIBUTION VALUES FOR PAY YEAR 1993
CURRENT LAW VS. PROPOSAL TO USE 40% OF ANNUAL GROWTH FOR LRT

14-Dec-89

	Estimated Contribution	<-----Current Law-----> Estimated Distribution	Net Gain or (Loss)	<-----Proposed Change-----> Estimated Distribution	Net Gain or (Loss)	Net Effect of Proposal
ANOKA COUNTY						
Andover	761,648	2,696,256	1,934,608	2,348,722	1,587,074	(347,534)
Anoka	1,137,842	4,254,424	3,116,582	3,706,049	2,568,207	(548,375)
Blaine	5,357,387	9,770,755	4,413,368	8,511,351	3,153,964	(1,259,404)
Columbia Heights	932,993	4,512,602	3,579,609	3,930,949	2,997,956	(581,653)
Coon Rapids	4,353,556	9,895,004	5,541,448	8,619,585	4,266,029	(1,275,419)
Fridley	5,474,052	6,186,332	712,280	5,388,943	(85,109)	(797,389)
Ramsey	606,439	3,088,197	2,481,758	2,690,143	2,083,704	(398,054)
All Other	2,763,298	13936699	11,173,401	12140325	9,377,027	(1,796,374)
County Total	21,387,215	54,340,269	32,953,054	47,336,067	25,948,852	(7,004,202)
CARVER COUNTY						
Chanhassen	197,832	1,130,039	932,207	984,382	786,550	(145,657)
Chaska	1,795,644	2,306,516	510,872	2,009,217	213,573	(297,299)
Waconia	282,730	650,254	367,524	566,439	283,709	(83,815)
All Other	876,050	5,832,282	4,956,232	5,080,529	4,204,479	(751,753)
County Total	3,152,256	9,919,091	6,766,835	8,640,567	5,488,311	(1,278,524)
DAKOTA COUNTY						
Apple Valley	2,705,608	5,539,758	2,834,150	4,825,709	2,120,101	(714,049)
Burnsville	14,314,372	7,873,630	(6,440,742)	6,858,757	(7,455,615)	(1,014,873)
Eagan	13,635,599	6,391,771	(7,243,828)	5,567,902	(8,067,697)	(823,869)
Hastings	970,360	3,593,406	2,623,046	3,130,233	2,159,873	(463,173)
Inver Grove Heights	2,953,430	4,592,639	1,639,209	4,000,670	1,047,240	(591,969)
Lakeville	3,592,597	4,246,098	653,501	3,698,797	106,200	(547,301)
South St. Paul	0	4,960,086	4,960,086	4,320,754	4,320,754	(639,332)
West St. Paul	2,602,357	3,274,018	671,661	2,852,013	249,656	(422,005)
All Other	4,618,654	8,051,049	3,432,395	7,013,306	2,394,652	(1,037,743)
County Total	45,392,977	48,522,455	3,129,478	42,268,141	(3,124,836)	(6,254,314)

		<-----Current Law----->		<-----Proposed Change----->		
	Estimated Contribution	Estimated Distribution	Net Gain or (Loss)	Estimated Distribution	Net Gain or (Loss)	Net Effect of Proposal
HENNEPIN COUNTY						
Bloomington	41,953,386	10,101,002	(31,852,384)	8,799,031	(33,154,355)	(1,301,971)
Brooklyn Center	7,437,567	5,250,784	(2,186,783)	4,573,982	(2,863,585)	(676,802)
Brooklyn Park	7,559,295	11,081,665	3,522,370	9,653,291	2,093,996	(1,428,374)
Champlin	310,971	2,891,624	2,580,653	2,518,907	2,207,936	(372,717)
Crystal	1,542,695	4,551,922	3,009,227	3,965,201	2,422,506	(586,721)
Eden Prairie	22,270,529	3,344,290	(18,926,239)	2,913,227	(19,357,302)	(431,063)
Edina	13,188,173	3,681,654	(9,506,519)	3,207,106	(9,981,067)	(474,548)
Golden Valley	6,976,432	2,358,697	(4,617,735)	2,054,672	(4,921,760)	(304,025)
Hopkins	2,871,660	2,763,120	(108,540)	2,406,967	(464,693)	(356,153)
Maple Grove	3,256,483	6,584,174	3,327,691	5,735,505	2,479,022	(848,669)
Minneapolis	82,632,316	59,739,054	(22,893,262)	52,038,973	(30,593,343)	(7,700,081)
Minnetonka	22,261,781	4,884,914	(17,376,867)	4,255,272	(18,006,509)	(629,642)
New Hope	3,450,468	4,489,320	1,038,852	3,910,668	460,200	(578,652)
Plymouth	19,557,616	5,722,807	(13,834,809)	4,985,164	(14,572,452)	(737,643)
Richfield	1,922,603	6,302,677	4,380,074	5,490,292	3,567,689	(812,385)
St. Louis Park	10,004,643	6,334,022	(3,670,621)	5,517,597	(4,487,046)	(816,425)
All Other	9,140,964	14,669,496	5,528,532	12,778,669	3,637,705	(1,890,827)
County Total	256,337,582	154,751,222	(101,586,360)	134,804,524	(121,533,058)	(19,946,698)
RAMSEY COUNTY						
Arden Hills	3,666,880	1,470,644	(2,196,236)	1,281,085	(2,385,795)	(189,559)
Maplewood	7,312,691	5,483,708	(1,828,983)	4,776,884	(2,535,807)	(706,824)
New Brighton	2,624,961	4,653,610	2,028,649	4,053,782	1,428,821	(599,828)
Roseville	12,263,995	5,327,112	(6,936,883)	4,640,472	(7,623,523)	(686,640)
Saint Paul	24,283,463	62,560,959	38,277,496	54,497,148	30,213,685	(8,063,811)
Shoreview	2,139,431	3,336,141	1,196,710	2,906,129	766,698	(430,012)
White Bear Lake	1,755,923	4,627,001	2,871,078	4,030,602	2,274,679	(596,399)
All Other	6,497,723	13,343,054	6,845,331	11,623,198	5,125,475	(1,719,856)
County Total	60,545,067	100,802,229	40,257,162	87,809,300	27,264,233	(12,992,929)
SCOTT COUNTY						
Prior Lake	457,253	1,731,937	1,274,684	1,508,698	1,051,445	(223,239)
Savage	860,505	1,381,933	521,428	1,203,809	343,304	(178,124)
Shakopee	4,264,186	1,597,109	(2,667,077)	1,391,250	(2,872,936)	(205,859)
All Other	495,309	6,253,334	5,758,025	5,447,308	4,951,999	(806,026)
County Total	6,077,253	10,964,313	4,887,060	9,551,065	3,473,812	(1,413,248)
WASHINGTON COUNTY						
Cottage Grove	1,596,742	4,543,358	2,946,616	3,957,741	2,360,999	(585,617)
Forest Lake	691,091	1,245,200	554,109	1,084,699	393,608	(160,501)
Oakdale	1,151,274	3,282,205	2,130,931	2,859,144	1,707,870	(423,061)
Stillwater	1,958,842	2,317,928	359,086	2,019,158	60,316	(298,770)
Woodbury	2,409,365	3,086,743	677,378	2,688,877	279,512	(397,866)
All Other	4,938,829	11,863,481	6,924,652	10,334,335	5,395,506	(1,529,146)
County Total	12,746,143	26,338,915	13,592,772	22,943,954	10,197,811	(3,394,961)

12/4/89
RTB

PROPOSED ALTERNATIVE STAGING APPROACH TO REGIONAL LRT DEVELOPMENT AND FINANCIAL PLAN

Joint LRT Advisory Committee Recommendations

The Joint LRT Advisory Committee has approved staging recommendations for LRT construction that exceed apparent funding capabilities:

- That annual capital funds of approximately \$130 million per year could conceivably be available for LRT construction during the first ten-year period--or approximately \$650 million for the first five years.
- The costs of a five-year staging plan for LRT construction total approximately \$890 million (including yards and shops; Minneapolis tunnel; downtown St. Paul; Central Corridor; Hiawatha Corridor; Minneapolis Northeast; Southwest and Northwest Corridors; and St. Paul South Corridor).

The RTB is, therefore, faced with three alternatives:

- adopt the recommended plan and attempt to seek a greater amount of funding that has been assumed to be reasonable;
- adopt the five-year plan presented to the advisory committee, which includes: yards and shops; Minneapolis tunnel; Central Corridor; Hiawatha Corridor; and Minneapolis Northeast Corridor; or
- adopt an alternative approach.

Alternative Staging Approach

RTB staff and consultants recommend that an alternative approach be pursued based on the following premises:

- Each LRT corridor in the ten-year plan has potential problem areas that could cause delay in the ability to initiate construction. The steps that each corridor must complete prior to initiating construction include:
 - completion of a comprehensive plan
 - complete preliminary design (10%), resolve alignment, and environmental review
 - gain city approval
 - complete preliminary engineering (30%)
 - complete final design (100%)
 - gain city and RTB approval
 - obtain bids

- To "over-program" for the short-range component of a plan is commonly done in transportation because of the inability to accurately forecast time schedules (the FAU program is a good example of this).
- To allocate funds on a first come/first serve basis can create an incentive and can assist in the timely completion of the required engineering process (Interstate Discretionary funds are an example of this).
- The analysis of LRT corridors makes it difficult to clearly define a five-year plan solely on the basis of technical criteria.
- In many cases, the ability to implement is the deciding factor for alternative transportation investments within a five-year period.

This approach, therefore, establishes the following priorities by groups:

Group A

• Yard/Shop	\$ 50M
• Minneapolis Downtown Tunnel	\$ 150M
• St. Paul Downtown	\$ 22M
• Central Corridor	<u>\$ 149M</u>
	\$ 371M

Group A represents the core of the regional LRT system and would receive first priority for regional funds. The Central Corridor ranks significantly higher than other corridors under all technical evaluation criteria. However, a sunset provision should be established so that construction can proceed on other corridors if the Central Corridor is significantly delayed.

Group B (no priority among corridors):

• Hiawatha to GSA	\$ 69M
• Minneapolis Northeast to Northtown	\$ 181M
• Minneapolis Northwest to 63rd Avenue	\$ 116M
• Minneapolis South to 96th Street	\$ 75M
• St. Paul South	<u>\$ 118M</u>
	\$ 559M

Group B corridors could proceed to construction on a first-ready basis if all conditions for approval are met. The conditions previously approved by the Joint LRT Advisory Committee are: all environmental approvals are obtained; full funding is available to support the corridor's capital cost; final design is completed and has received all required approvals; the corridor can be operated efficiently in coordination with other lines constructed or under construction; and existing transit services are coordinated within the corridor.

Group C (no priority among corridors):

• Minneapolis Southwest to T.H. 169	\$ 157M
• St. Paul Northeast to I-694	\$ 79M
• St. Paul Northwest to County Road C	\$ 96M
	\$ 332M

Group C corridors could complete 10 percent preliminary design, complete an EIS, and acquire right-of-way.

Group D (no priority among corridors):

- All extensions to above corridors in the 20-year plan
- St. Paul East (I-94 to Radio Drive)

Group D corridors could complete a generalized study of alignment and comprehensive planning.

Group E (no priority among corridors):

- Post-20-year corridors

Group E corridors could be included in local comprehensive plans.