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September 4th, 1990

WORK 9399-02

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

AGENDA

WORK SESSION

MIDWAY CORRIDOR LRT PE & EIS

TUESDAY, SEPTEMBER 4, 1990

3:00 TO 5:00 PM

316 COURTHOUSE - LARGE CONFERENCE ROOM

Time

- | | |
|------|--|
| 3:00 | 1. Opening Remarks - Chairman John T. Finley |
| 3:05 | 2. Study Progress and Schedule - Kathryn DeSpiegelaere, Dick Wolsfeld |
| 3:10 | 3. Alignment and Station Issues - Dave Warner, Dick Wolsfeld, Jim Tolaas, and Kathryn DeSpiegelaere
(Including right of way needs, station location and layout, park and ride lots) |
| | a. Soo Line/I-94 Motley bypass
Soo Line Railroad right of way
Northwest LRT Corridor connection
I-94 median |
| | b. University Avenue Station/intersection/pedestrian crossing
spacing
On-street parking (replacement needs) |
| | c. Pierce Butler Route Layout description |
| | d. Capitol Area At-grade alternatives
CAAPB recommendation
Tunnel analysis |
| | e. Downtown Alignment issues
Downtown Task Force recommendation
Tunnel analysis
Building owner meetings |
| 4:20 | 4. Publicity Plan - Jill Goski |
| 4:25 | 5. Ridership forecast update - Kathryn DeSpiegelaere, Dave Warner |
| 4:30 | 6. Discussion of evaluation of alignments related to RCRRRA goals -
Dick Wolsfeld |
| 4:55 | 7. Conclusion - Chairman John T. Finley, Kathryn DeSpiegelaere |

Forum - Oct. 9 3:30 WTC

Ramsey County Regional Railroad Authority
Midway Corridor LRT PE & EIS
Commissioners Work Session

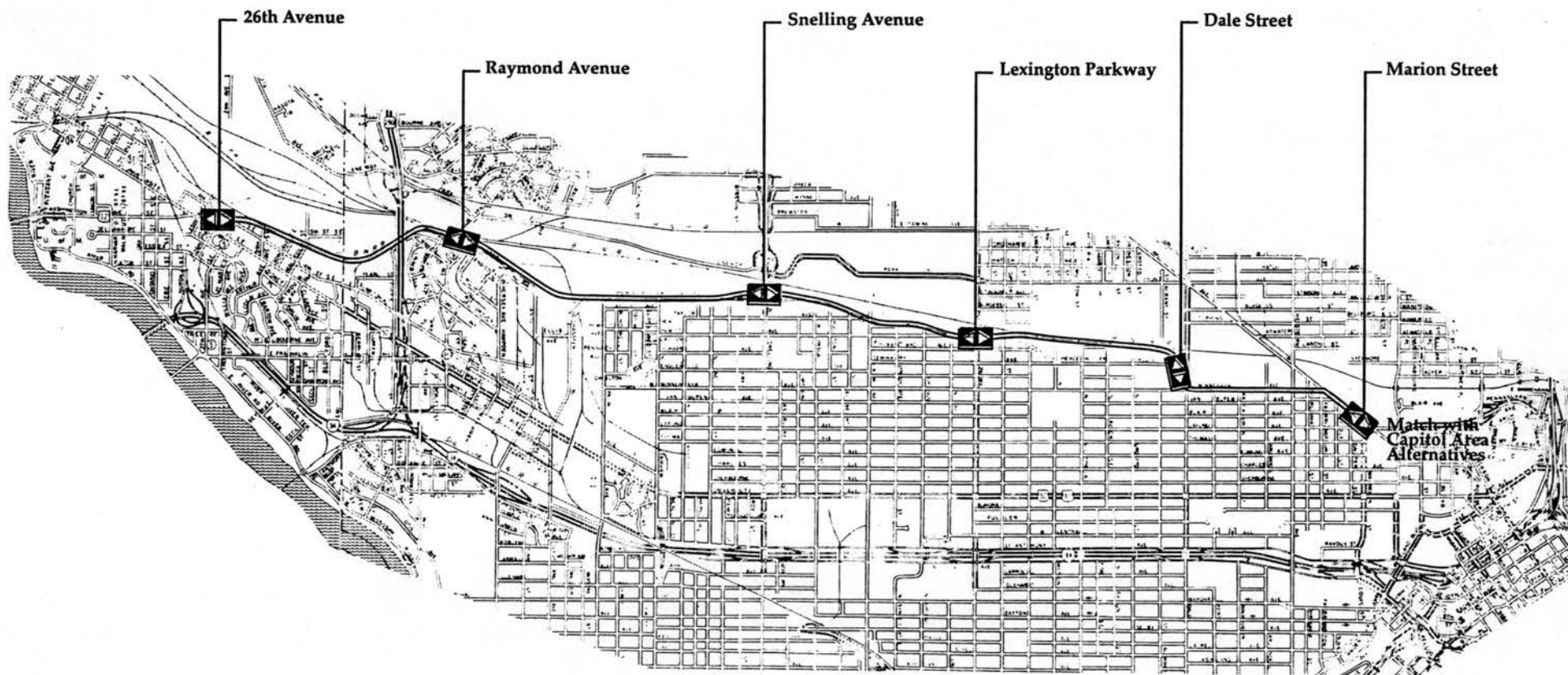
ALIGNMENT AND STATION ISSUES

Light rail transit alignments and stations will be discussed at two levels. First, a general description of corridor alignment and station locations and overall issues will be presented. This discussion will cover location of the alignments, location of stations on each alignment, station features and needs, the implications of providing park-and-ride facilities, and the need for acquisition of right-of-way.

Second, each alignment will be described in detail using maps which will be on display at the work session. The description will focus on specific alignments and issues related to them, significant right-of-way needs, engineering constraints and issues, coordination with other agencies, major alternatives, outstanding issues, and the concurrent study of tunnels in the Capitol and Downtown areas.

I. DESCRIPTION OF CORRIDOR ALIGNMENTS, STATIONS AND ISSUES

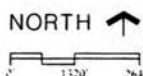
- A. BN/Pierce Butler Route Alignment (map attached)
 - 1. Alignment (8.1 miles, Oak Street to Downtown)
 - 2. Stations (11 stations, 0.7 miles average spacing)
 - 3. Travel Time Downtown to Downtown 32 minutes.
- B. University Avenue Alignment (map attached)
 - 1. Alignment (7.9 miles, Oak Street to Downtown)
 - 2. Stations (18 stations, 0.4 miles average spacing)
 - 3. Travel Time Downtown to Downtown 39 minutes.
- C. Soo Line/I-94 Alignment (map attached)
 - 1. Alignment (8.2 miles, Oak Street to Downtown)
 - 2. Stations (11 stations, 0.7 miles average spacing)
 - 3. Travel Time Downtown to Downtown 28 minutes.



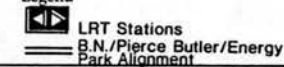
Ramsey County Regional Railroad Authority

Midway Corridor LRT
Environmental Impact Statement

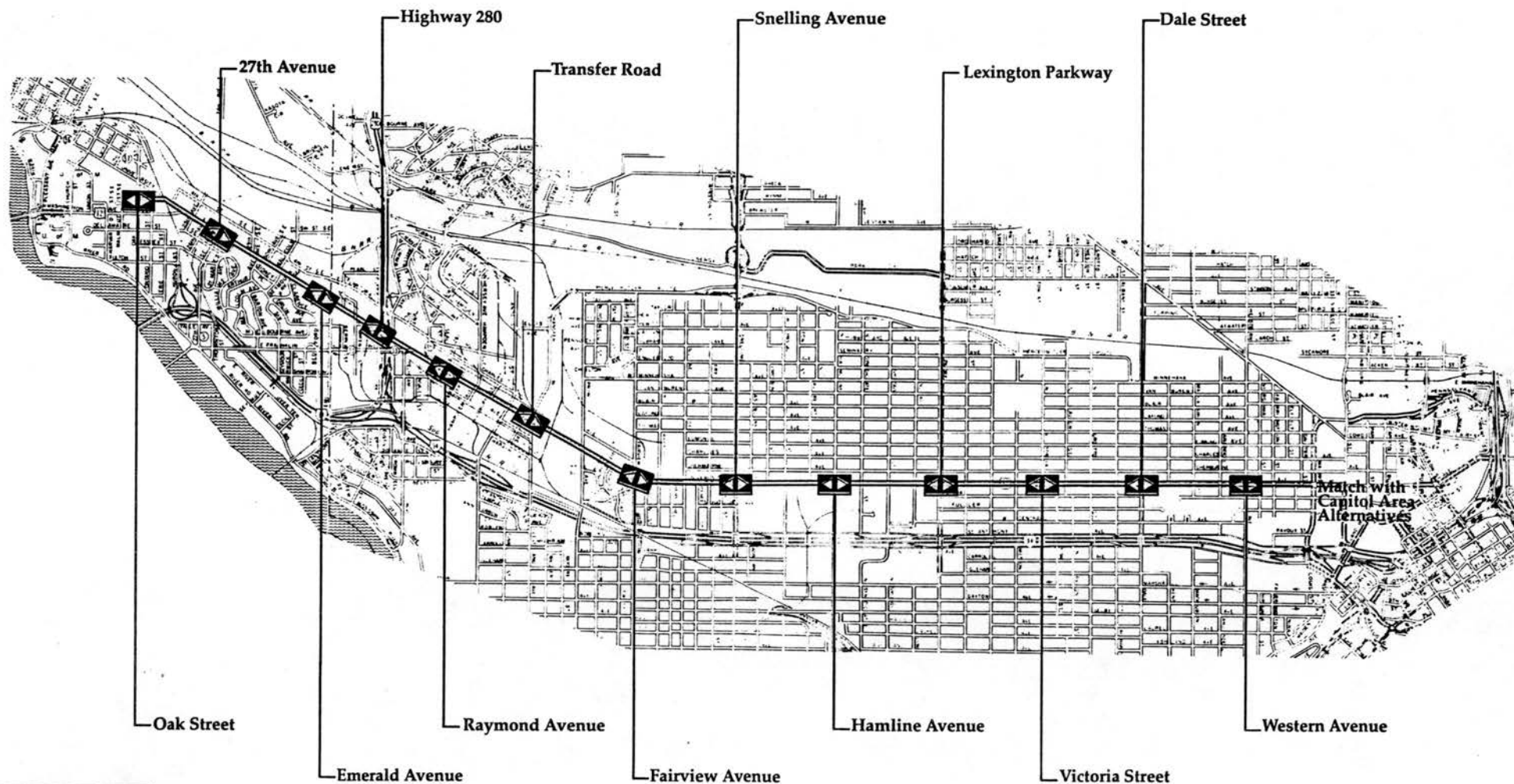
Figure 3.10



Legend

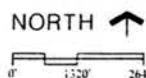


LRT Alignment and Stations
Burlington Northern/Pierce
Butler Route Alternative



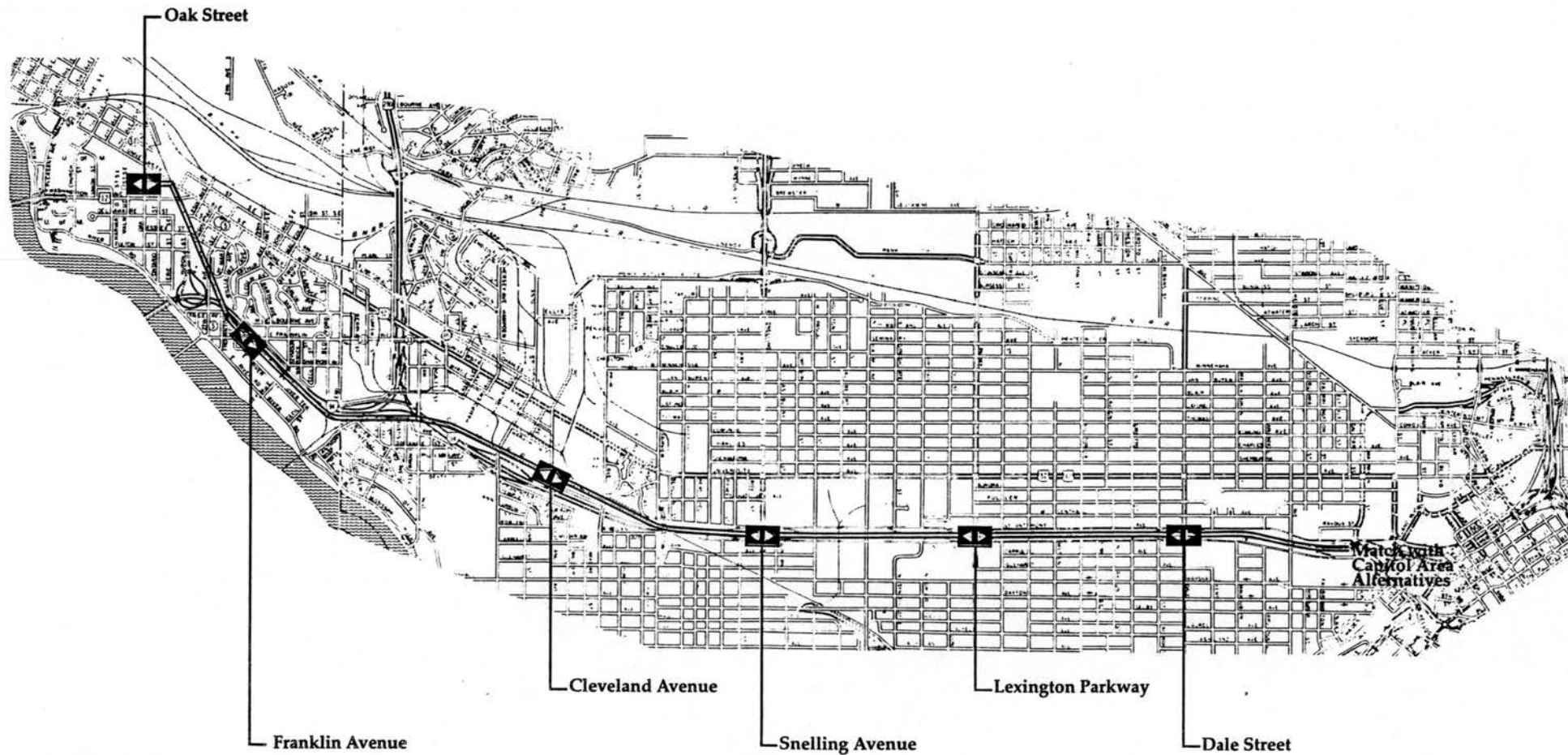
Midway Corridor LRT
Environmental Impact Statement

Figure 3.11



Legend
 LRT Stations
 University Ave. Alignment

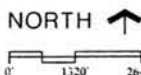
LRT Alignment and Stations
University Avenue Alternative



Ramsey County Regional Railroad Authority

Midway Corridor LRT
Environmental Impact Statement

Figure 3./2



Legend

LRT Stations

Soo Line/I-94 Alignment

LRT Alignment and Stations
Soo Line/I-94 Alternative

D. Station Features

1. Minimum Features

- a. Platform
- b. Vehicular and Pedestrian Access
(including handicapped)
- c. Passenger Drop-off/Pick-up

2. Additional Features

- a. Bus Loading/Unloading
- b. Park-and-Ride Lot
- c. On-Site Circulation
- d. Site Amenities (e.g., landscaping, service commercial)

E. Right-of-Way Needs

- 1. Trackway
- 2. Minimum Station Facilities
- 3. Additional Station Facilities
- 4. Impact Mitigation (e.g., right-turn lane)

II. SOO LINE/I-94 ALIGNMENT

- A. Motley Bypass - The portion of the Soo Line Railroad right-of-way between University Avenue and Essex Street was purchased by the City of Minneapolis for construction of the Motley Bypass (a four-lane divided roadway connecting the I-94 interchange to University Avenue). Commercial property adjacent to the Soo Line ROW would be purchased in this area for construction of track and a station at Washington Avenue.
- B. Soo Line Railroad Right-of-Way - Between Essex Street in Minneapolis and Fairview Avenue in St. Paul, the LRT will use ROW purchased from the Soo Line Railroad.

Discussions with Soo Line staff have resulted in the following conclusions:

- o The Soo Line will continue to operate from St. Paul (Short Line) to Minneapolis using their mainline track.

- o The Soo Line is very likely to seek permission to abandon service on the East Side Spur from the junction with their mainline track to University Avenue.
 - o The Soo Line is willing to discuss the sale of the East Side Spur property. The storage capacity they currently have along East River Terrace in Minneapolis would have to be replaced; the storage is used for general car storage and to serve the Horner-Waldorf plant in St. Paul.
- C. Northwest Corridor LRT Connection - The most likely location for a connection to the Northwest Corridor is through the Minnesota Commercial Railroad yard. The proposed LRT alignment and profile, and the proposed Soo Line alignment and profile allow for the future construction of the Northwest Corridor.
- D. I-94 Median - Light rail transit will occupy a widened median from about Fairview Avenue to about Western Avenue. The additional width will be achieved through extensive use of retaining walls along both sides of the freeway. Using this technique, right-of-way acquisition is not required for construction of the track and station platforms. Right-of-way acquisition may be required for construction of station facilities. All bridges and all interchange ramps would be reconstructed to make room for LRT.
- E. Capitol/Downtown Connection - Connections to the Capitol Area and downtown St. Paul are being evaluated and coordinated with at-grade and tunnel alternative alignment evaluations currently under way. Most likely connections leave the I-94 median just west of Western Avenue, travel along Ravoux Avenue, and cross Marion Street between the Sears property and the Kelly Inn property.
- F. Stations - Stations on the Soo Line portion of the alignment will have their facilities located in a fairly compact area. There may be opportunities to assemble a site large enough to consider park-and-ride facilities or joint development. Pedestrian, including handicapped, access will be provided at both ends of each platform wherever possible. Feeder bus and private vehicle drop-off and pick-up areas and, if provided, park-and-ride lots will probably be located on the station site. Right-of-way acquisition would be required to develop off-street facilities.

Stations on the I-94 portion of the alignment will be mezzanine-type stations. The tracks and platform will be located at the same elevation as the freeway. Passengers will reach the street by using stairs, escalators or elevators to the cross-street level. Bus stops will be located on the overhead bridge. Other facilities will be located on property adjacent to the I-94 right-of-way. Right-of-way acquisition will be required to develop private vehicle drop-off and pick-up areas and park-and-ride lots.

- G. Park-and-Ride - Park-and-ride lots will be located as close as possible to station platforms. At I-94 stations, the lots will be located on property adjacent to the frontage roads.
- H. Right-of-Way Requirements - For construction of track and station platforms, right-of-way will be purchased from the Soo Line Railroad, and from private property owners near Washington Avenue in Minneapolis, and between Western Avenue and Rice Street in St. Paul. Right-of-way acquisition may also be required for construction of station facilities such as pick-up waiting areas, park-and-ride (if provided), or bus waiting areas.

III. UNIVERSITY AVENUE ALIGNMENT

- A. Alignment Assumptions - The light rail transit line will be constructed in the center of the 120-foot-wide University Avenue right-of-way. Stations will be located at about one-half mile intervals.
- B. Plan Development - A process is underway in which agencies with direct interest in the details of the design of the University Avenue alternative are discussing those details. Under discussion are the need for on-street parking by block, the potential for providing replacement parking where on-street parking cannot be maintained, the locations of full intersections and locations where the median can be closed to crossing traffic, and potential locations for development of LRT-related facilities. The goal of this discussion is not to finalize every detail of the plan, but to identify the major features to the point where costs can be assessed and impacts and mitigation measures can be identified for the EIS. It should also be recognized that needs and solutions identified now

may change between now and the time that construction of the LRT line begins. Participants in the process are:

- o Ramsey County Regional Railroad Authority
- o City of St. Paul
- o Hennepin County Regional Railroad Authority
- o City of Minneapolis
- o Minnesota Department of Transportation

C. Northwest Corridor LRT Connection - The most likely location for a connection to the Northwest Corridor is through the Minnesota Commercial Railroad yard. The proposed LRT alignment and profile, and the proposed Soo Line alignment and profile allow for the future construction of the Northwest Corridor.

D. Stations - Stations on the University Avenue alignment must be integrated into the streetscape. It will not be possible to assemble a compact site into which all station facilities can be placed. The platforms will be in the median of University Avenue, with one platform on the far side of the associated cross street in each direction. Pedestrian, including handicapped, access will be provided at both ends of each platform wherever possible.

Feeder bus drop-off and pick-up area will be located on the cross street as close to the intersection as possible. Private vehicle drop-off and pick-up areas, and, if provided, park-and-ride lots, will be located off-street, as close to the intersection as possible. Right-of-way acquisition would be required to develop off-street facilities.

E. Park-and-Ride - Park-and-ride is a particularly difficult issue for the University Avenue alignment because of the intensity of existing development along the alignment. First, assembly of a parcel large enough to build a parking lot is more difficult along University Avenue because of existing development and because the land along University Avenue is planned to accommodate commercial uses. Second, parking regulations will be difficult to enforce under any scenario; if park-and-ride lots are not provided, LRT riders will use public or commercial parking facilities as unofficial park-and-ride lots; if park-and-ride facilities are provided, those facilities will be used by non-LRT riders who need a place to park in the area.

- F. Right-of-Way Requirements - The need for additional right-of-way will be determined during the assessment of plan details discussed above. Generally speaking, where on-street parking and sidewalks of about ten feet or more in width are required, additional right-of-way will be necessary. Right-of-way acquisition may also be required for construction of station facilities such as pick-up waiting areas, park-and-ride (if provided), or bus waiting areas.

IV. BN/PIERCE BUTLER ROUTE ALIGNMENT

- A. Transitway - Between 27th Avenue in Minneapolis and Raymond Avenue in St. Paul, the LRT will be located within the right-of-way purchased for construction of the University Avenue transitway. LRT and transitway buses will operate independently.
- B. Minnesota Commercial Yard - Between Raymond Avenue and Transfer Road, the LRT will pass through the railroad yard, requiring reconstruction of ladder tracks. The LRT will go over the yard leads as it rises to the elevation of Pierce Butler Route at Transfer Road.
- C. Transfer Road to Snelling Avenue - The LRT will be located in excess right-of-way between the north side of Pierce Butler Route and the Burlington Northern piggy-back yard. At Snelling Avenue, Pierce Butler Route would be relocated to the south side of its right-of-way; the ramp connections to Snelling Avenue would also be relocated.
- D. Snelling to Lexington - Through this area, Pierce Butler Route would be widened to the south into existing street right-of-way to make room for construction of LRT in the roadway median.
- E. Lexington to Dale - LRT will occupy the south side of the Burlington Northern Railroad right-of-way.
- F. Dale to Capitol Area - At Dale Street, the LRT will turn into the center of Minnehaha Avenue, which has been widened to the north. The LRT will then turn into the center of Como Avenue, which has been widened to the southwest. The LRT will then turn into the center of Marion Street to reach the Capitol Area.

- G. Northwest Corridor LRT Connection - The most likely location for a connection to the Northwest Corridor is between Snelling Avenue and Transfer Road. The proposed LRT alignment and profile allow for the future construction of the Northwest Corridor.
- H. Stations - Stations will be located at major cross streets. Snelling and Lexington stations will be mezzanine-type stations. Others will be at-grade.
- I. Park-and-Ride - Park-and-ride lots will be located as close as possible to station platforms.
- J. Right-of-Way Requirements - For construction of track and station platforms, right-of-way will be purchased from the University of Minnesota, the St. Paul Port Authority, the Minnesota Commercial Railroad, the Burlington Northern Railroad, and from private property owners near University Avenue in Minneapolis, and adjacent to Minnehaha Avenue in St. Paul.

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
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AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, SEPTEMBER 11, 1990

10:30 A.M. - LARGE CONFERENCE ROOM - 316

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of August 28, 1990
2. Chairman's Comments
3. Results of analysis of economic impacts for LRT in the Midway Corridor with presentation by Jim Prost, BBP - Discussion
4. Update on Ridership Forecasts for Midway Corridor - Discussion
5. * Authorize staff to negotiate a contract for South Corridor LRT Study with BRW for an amount not to exceed \$170,435.
6. * Approve community participation program for South Corridor LRT Study and authorize nominations to be solicited for membership to South Corridor Task Force.
7. Update on LRT Coordination Plan - Action may be taken.
8. Update on progress on acquisition of Burlington Northern right of way - Discussion only.
9. * Select St. Peter and Sixth Streets as Preferred Tunnel Alignment in Downtown St. Paul to Compare to Surface Alignment of Cedar and Fourth Streets.
- * Action is Requested.

*Station spacing
Portal east end
Bldg impacts*

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 28, 1990

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was called to order at 10:40 A.M. in the Large Conference Room of 316, Court House. Chairman Finley presided.

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:

James Van Houdt, Ed Glaubitz, Bob Clarkson, Hugh Faville, Toni Baker, Gary Simpson, Julian Empson, Peter Vanderpoel, Ron Salmela, James Tolaas, Dick Wolsfeld, Charleen Zimmer, Jill Goski, Kathy DeSpiegelaere, Terry Schutten, David MacMillan represented the County Attorney's Office, Frances Glendenning.

1. Minutes - of the Ramsey County Regional Railroad Authority Meeting of August 14, 1990.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Ramsey County Regional Railroad Authority Board held on August 14, 1990, as written.

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

2. Chairman's Comments

Chairman Finley pointed out that the Major Forum has been scheduled at 7:00 P.M. on September 11, 1990. Notices have been sent to 1500 people, and David MacMillan has advised him that the RRA does not meet the scope from a legal standpoint of a governmental agency that is covered by no meetings at the time. However, he does feel that we should abide by that. If we can do it that day, it might not be such a bad idea. There are not heavy elections other than the Governor's election in any of the real close affected districts that he is aware of in the primary. So, his own thinking is that we should change it from 7:00 P.M. to 8:00 P.M. If we

change it to another date, we will have problems with the location for this forum, and also with the consultant being available.

Commissioner Hunt is concerned, would we send out notices. Chairman Finley said we would send out notices to everyone who received the first notice, this would be a follow-up. To change a day we would have another problem. If none of the members have a strong feelings on this, maybe we should just send out the new notice. There were no comments from any Board Members.

Another thing which Chairman Finley wished to mention was a letter which was sent from Keith Langseth, essentially endorsing Mn/DOT doing the construction, and asking the Transportation Board to approve it, which they did do. The MTC, on the other hand, has recommended that the counties do it. Rather than getting into this at this point, he would like the Board to know that there are two different people lined up two different ways already. Down below there is some item on the agenda, Item 7, so this could be discussed at that time.

3. Update on the Ridership Forecasts for Midway Corridor

Chairman Finley asked at the close of business yesterday, where does this stand.

Dick Wolsfeld addressed the Board, as of yesterday the Metropolitan has completed the forecasts for the three alternative alignments in the Midway Corridor, and they have transmitted them to Cambridge Systematics, who we retained with the Board's approval, to look at the patronage forecasts to see if they can find any errors in the forecasting process. This is about the third time that we have gone through this cycle, with Metropolitan Council producing the forecasts, and then they are analyzed, and then we have found things like some bus routes were inadvertently left out of the system. They found what this patronage forecasting model does is it represents the transportation system, it represents the bus system, the light rail, the road system, sidewalks of downtown, the walking system. They did not connect the light rail stations into the walking system correctly. So, this is now the third cycle, so we have a better feeling we are getting closer to the end. Our consultant now has this information, they are reviewing it, and by the end of this week, they may say they have solved all the technical problems, and the model is doing as well as it can in terms of producing a forecast. Or, they may say no, they have still found some what they think are technical errors in this area, and may have to do some more work.

Mr. Wolsfeld, in terms of putting probabilities on this, he would say he is 75 to 80% confident that this is the last report, and hopefully by the end of the week they will conclude the process. He knows that everyone is frustrated by it, the Metropolitan Staff has done everything they could

do, in fact they have gone way above and beyond in terms of putting in work effort to do it. As you know, we have two additional computers, so we can make runs faster. Mr. Wolsfeld feels that they have done everything possible to move the process along.

To summarize, Mr. Wolsfeld said he is 70 to 80% confident that this is the last round, and we should have it by the end of the week.

Commissioner Schaber asked what the plus and minus factor will be on this report.

Mr. Wolsfeld replied that if the population and employment projections are correct, this means that what you forecasted is correct, and if the systems (the competing systems) you have in there, highway, bus, and light rail, if they perform as the model assumes, if gasoline prices are what the model assumed, there are a whole series of assumptions that go in there. If those assumptions are correct, its ability to produce is then in the neighborhood of plus or minus 20%. If one of the input variable changes, that is not in that plus or minus 20%. So, this is saying, if our assumptions relative to the input parameters are correct, our ability to forecast, you are trying to forecast who is going to ride light rail, the bus, who is going to be an auto passenger, who is going to be a driver twenty years from now - that is what you are forecasting for three different alignments, this is plus or minus 20%.

Chairman Finley asked if this Board will know what all the assumptions are.

Mr. Wolsfeld said, yes, they had a meeting last March with all of the technical people in the region, RCRRA staff was there, other staffs from the other RRA's, they went over the assumptions on the price of gasoline, price of parking, auto speeds, transit speeds, all of these input variables.

Chairman Finley commented that one of the assumptions is wrong already, the price of gasoline. Mr. Wolsfeld replied that this could drop five months from now.

4. Scheduling of Work Sessions

Chairman Finley mentioned that the Work Session last week had been cancelled, due to the inability of some Commissioners to be present.

Kathy DeSpiegelaere informed the Board, due to the conflict with meetings being held after Board Meetings on three Tuesdays out of the month, it has been increasingly difficult. On the fourth Thursday we have the Inter-governmental Committee Meeting.

Chairman Finley feels that the Work Sessions have been good, and we have had excellent attendance, and with two members on vacation, we thought it better to wait for all members to be present, it is an important time for us to get into the nitty, gritty of the alignment decision.

Ms. DeSpiegelaere said the Work Session will last about two hours.

After some discussion, the Board members mutually agreed on September 4th, for the RRA Board to meet approximately 3:00 P.M., as soon as the Board Meeting is over.

5. Assumptions for Park/Ride Facilities for the Midway Corridor

Ms. DeSpiegelaere addressed the Board, since the Environmental Impact Statement for Midway Corridor is necessary to make assumptions on whether park/ride facilities will be provided and where. This topic is likely to be a controversial one. In conversations with the City of St. Paul staff, this is by no means a formal position, they indicated that perhaps no park/ride facilities should be considered on any of the three alignments proposed for the Midway Corridor. The position of the RTB staff is that they feel there should be park/ride stations at some locations, and this is her opinion also that these should be considered. In preparing forecasts for the Midway Corridor, the model has indicated that a magnitude of park/ride space on the order of 1000 to 1500 would be used on any of the three alignments.

Ms. DeSpiegelaere asked that BRW conduct a research as to what other cities have done in regards to park/ride, and they have prepared what she considers to be a very useful summary on the basis of conversations with other cities about where park/ride facilities were provided. One of the things to note is that the Midway Corridor is different from others which are connecting downtowns to suburban areas, the Midway Corridor connects the two downtowns is a little different. Even so, it appears that there should be some provision of park/ride facilities.

Ms. DeSpiegelaere called on Dick Wolsfeld to present the information that BRW has prepared, and to show you some presentation boards on the alternatives.

Mr. Wolsfeld explained that essentially where we start is the patronage model which they are doing gives a unrestrained forecast of how people will get to each station. So, if you have an unlimited number of park and rides, here would be the demand for each of the stations for park/ride, and this is 1,000 to 1600 spaces in the Midway Corridor which Ms. DeSpiegelaere is talking about. This translates into a lot of land to provide 1500 spaces, each space takes about 300 square feet of land. They looked at three alternatives, one is don't provide any park/ride, secondly is provide park/ride as the model tells you, and thirdly, this is inbetween that in terms of essentially where there is other utilized vacant, substandard property, a willing seller, then you would go into the property, and build a park/ride.

Mr. Wolsfeld continued, what they are recommending as an approach in the Environmental Impact Statement in order to assess the impacts on property acquisition is that latter approach, that park/ride facilities be planned for the purpose of preparing the EIS for the Midway Corridor, on what they call a space available basis. The technical memo talks about space available basis, as publicly owned, under-utilized, or sub-standard properties. To give an idea of what this means, they picked two alternative scenarios. One is Lexington and I-94 and the other is Lexington and University for the Midway Corridor.

Mr. Wolsfeld pointed these out on the presentation board, as by looking at them you can see the implications of the policies. He described fully the area surrounding I-94 and Lexington, the station would be under the platform, you can get down from either side with elevators and escalators, to the platform, and the platform sits underneath the bridge. They would widen the bridge out for MTC buses, so if you are on a bus, the bus pulls in, drops the people off, picks them up, and continues on its way. They are able to handle buses by widening the bridge, and putting the buses right on to the bridge. Under the bridge there is natural shelter from the bridge for the platform, and they would also have some lower level shelters for infrared heating, etc. This would be the minimum to provide the feeder bus. This all was shown on the diagram, so there was no acquisition needed for right of way.

Dropping people off, or picking passengers up, we would provide an off street facility for that park/ride, pull off, wait for passenger, then drive away. This requires property acquisition. In this case it would require buying an apartment complex to accomplish that, and acquiring a gas station at that location to accomplish that. The gas station may not be a willing seller, nor an under-utilized property, so this would be in conflict with the policy.

If you provided the forecasted park/ride demand for this area which is some 300 spaces, we would have to go in and acquire the apartment complex, Jimmy Lee Recreation Center and Field in order to provide that, and there are some single family residences. They would also have to provide some on the north side in terms of the additional gas station, apartment building, and he showed the scale of the property acquisition that they would have to do at the Lexington I-94 Station in order to provide park/ride that the model says the demand is for, the 300 spaces.

This is typical of each of the stations along the facility, so you are going to have that order of magnitude of land devoted to park/ride facilities, you are into a fairly major property acquisition phase, and so what we are saying is the appropriate policy is to provide park/ride facilities where there is publicly owned land that is available, under-utilized, or sub-standard development, or there is a willing seller, that is where we would do the property acquisition, otherwise, if it was a single family neighborhood, if there was intense development, we would not go into a property acquisition phase.

Mr. Wolsfeld continued, the same application, if you move up the street to the intersection of University and Lexington, assuming the light rail is on University, he pointed out the station at Lexington, and pullouts could be provided to provide feeder bus service on Lexington. He pointed out Kowalski's, O'Brien Funeral Home, White Castle, Kentucky Fried Chicken. In this case the first would provide a place for passenger pickup and dropoff, so they would have to acquire a dental office, and Kentucky Fried Chicken, he doubts if you would consider either of these under-utilized or a willing seller. The other corner would be White Castle. The third would be to try and work out something with the shopping center where they have some excess spaces, those people would want to park close to Lexington so they could walk to the station. You could develop some kind of an agreement for plowing snow, take liability, in trade for having designated LRT park/ride. He does not know if they would be willing to do that. It would certainly be cheaper than going in and having to acquire property. However, they could not provide 300 spaces, they show about 210, but this might be a case where you could work something out. You would not be taking any property off the tax roles, so you might be able to negotiate something.

The important thing as they prepare the EIS in terms of identifying specifically what the impacts of constructing light rail are, depending on how that park/ride policy varies, you would have very, very different impacts in terms of right of way acquisition. You want to be as definitive as possible in terms of defining those impacts, so this policy is fairly important in terms of assessing what those impacts are.

There is another station which happens to be in Hennepin County, at Franklin where there is an area to hold 320 spaces, it is a vacant site, there is a for sale sign on it. A year ago, it was probably a functioning business and was not for sale, so there might be a window of opportunity there, where you might be able to go in and acquire that, that is a willing seller.

What they are suggesting is a policy, and Ms. DeSpiegelaere has put together a resolution.

Ms. DeSpiegelaere said as this has not been through the Committee structure, we thought it would be best if you set a policy direction for the EIS, and if the committees and community at large had an opportunity to react to this during the EIS hearing process and review period, and she would bring back the comments to the Board.

Commissioner McCarty would like to know who would be using this park/ride. Mr. Wolsfeld the people who would use this are the one who own automobiles, and generally are within a mile or mile and a half away where it is too far to walk. There is no north-south bus on Lexington. Rather than have someone take them or pick them up, they would drive, and they may not want to wait for a feeder bus - these people would have a demand for about 300 spaces for this location for this kind of service.

Commissioner Salverda commented rather than condemning property, he thinks this approach is the best of the alternatives, and also you will be bringing this back after the hearing process anyway.

Commissioner Norgard asked about the third alternative. Mr. Wolsfeld said the BN-Pierce Butler route is almost identical to this one as an alternative. At the Lexington Station there is more land, but in some cases where it is more difficult. They have this alignment at the same level of detail.

Commissioner Norgard also mentioned that people coming from the North would rather only go to the BN, rather than coming further into town. There should be more land out there, rather than University and I-94. Mr. Wolsfeld said at the intersection of Energy Park Drive and Lexington, on the southwest corner, there is a big parcel which could serve as the park facility, although there are development plans for that site also.

Chairman Finley wished to correct the statement, it is the northwest corner of Pierce Butler, not Energy Park Drive.

Commissioner Schaber's concern is the fact that we may be penny-wise and pound foolish as if we do not provide adequate parking, then all of the forecasting we are doing for riderships, etc. and the fact is that we do not have the numbers of people riding that we want to have that we are constructing this multi-million dollar system for. He is not totally convinced that we should be using what you are saying. Maybe it should be somewhere inbetween, with some minimum of 100, then after that we may know whether we have to expand it, or it is adequate, but regardless we just cannot say we are only doing it if it is available, we have to make some commitments to certain minimums in these areas, or why are we building these systems if we are afraid to spend some monies to acquire some land for parking which is a critical part of making this system work.

Commissioner McCarty feels that maybe we ought to be putting our energies to encourage people to ride the LRT, he is not sure this is the right direction, are we going to get people out of their warm cars on a cold day, and use the park/ride if the train does not happen to be there. Maybe there should be a better feeder system to get people out of their cars.

Ms. DeSpiegelaere agrees there is a need for adequate feeder buses. In the surveys of other cities they found that other cities did not provide the park/ride as forecast. She does not think that not providing the numbers of spaces as forecast need for ridership will have a severe impact on ridership. She also wanted to make the Board aware that the concern by the St. Paul staff is taking this amount of land off the tax rolls.

Commissioner Ahrens tends to agree that if we do not provide fairly adequate parking it discourages people using the system, regardless of how wonderful the feeder buses may be, she does think that we have to pull from that clientele that would not tend to use buses, and pull them out of their automobiles. If you have to walk three blocks to get a bus to get to the stop, she does not think you walk it, you get in your car, you drive, but then you want to be sure you get a parking space. She supports this policy or resolution, but with some real hesitancy, but when push comes to shove, we may have to do much more than just take something when land is available. We are in an inner city situation, you can't just apply what we would do, if we were doing this out in Shoreview, where we might be able to take land if it is available. In the city the land is not going to be available for the most part, unless we make it, on any of these alignments that we are talking about. She tends to agree with Commissioner Schaber that we should not be penny-wise and pound foolish on this, as we are putting so much money into it, we should do it right.

Chairman Finley feels the same way, even if we had a reduced number, as Commissioner Schaber pointed out, even if the system calls for a maximum or minimum of 300. If we said on every station stop we are going to have a minimum of 100, this is where it has to be, and based upon 100 or 200 cars, this is what we anticipate the cost is going to be at the corner of Lexington and University, cost at 94 and Lexington is going to be this, as well as Pierce Butler and Lexington - so we build some cost into this so that we have a realistic number for dollars as well, which he thinks is important. No space will be available free of charge, there has to be a dollar figure some place, no one is going to give you the space, the difference is whether they give it to you willingly or not. We have to have some benchmark, even if we take it off the assessed value at the County Assessor's Office as a benchmark figure, this is something.

Commissioner Norgard said if this light rail is going to run any other place, other than between the two downtowns, you might be right, but if it is going to go some place, then you should be able to put that ride somewhere, you could for example take the swamp that the County owns on Larpenteur, we do not use it, it is not on the tax rolls. You could put 2,000 cars out there, take the bus and ride right into this. He doesn't care where you have the stations, you have to get on the bus anyway, where it is one mile or more. If you are just going downtown Minneapolis or St. Paul, you might just as well jump on a bus and go where you want. The line has to go somewhere.

Chairman Finley thinks that we all agree that it has to go some place, and if this is going to be the only line in the Twin City area, he does not know if anyone on the Board would support the system. But, we do have the people who would be willing to leave their car in a park/ride lot, a mile or two miles away, rather than taking it to the downtown, where it sits in a parking ramp at a couple hundred dollars a month.

Another issue that we have, according to Commissioner Schaber, is that this is supposed to be the first line, and hopefully, it should work properly and correctly. One of the issues with that has to be that we have to provide a basic minimum of parking at the station area. We are just kidding ourselves if we are not going to do that. We ought to go back to those costs, it would be a real mistake, as he is not convinced that we need 200 or whatever, but he thinks we have to provide at least 100, something like that, so when we start to use, the people who want to ride, will have a place to park. Nothing would be worse than to have them come down there, and the area be filled. They would be lost forever. That is one of the problems the lots almost have to be oversized to make sure that it is adequate. We have to acquire some land, this has to be some of our cost, this is part of the system we are in, you cannot avoid it.

Commissioner Salverda understands we are going to get another shot at this, this is just a conceptual, preliminary decision as far as he is concerned. The most conservative approach which is what the recommendation is should be considered, get the public input. We really can't now go either way, but we should get the process moving.

Chairman Finley believes we get another shot at it, what would be lacking would be the dollars that might be associated with it, as we go through the EIS. The EIS is going to affect the environmental costs, or savings, depending upon what the decision is, but there is always the cost of acquisition that should maybe be built into the engineering part of the process. This is his concern.

Ms. DeSpiegelare said in terms of the EIS preparation, it would be wise to take the most rigorous course of action into account if you are leaning toward the direction of making more park/ride facilities available to include the land acquisition in the EIS, and then scale back.

Chairman Finley said if you are concerned about the public input into this process, he is referring to the Resolved on Page 1, what we should do is leave the last one, relook at it, but the second to the last one is that we have a consistent park/ride facilities will be planned for the purposes of preparation, put in the word consistent, and strike out the space available basis. This will give us a consistency so that if you take 200 or 100, 300, take it consistently on the three alignments, and not do it on a space available.

Commissioner Schaber followed up on Ms. DeSpiegelaere's comment that if we do it on the broadest available, we will never have a problem if we scale it back. However, if we start similarly on the other side, which is only on the space available, then we decide later on that we want to really go into it, we may almost have to redo the EIS. We would have to go back through the whole process again.

Mr. Wolsfeld explained if there is a significant difference in the impact, we would have to redo that.

Commissioner Schaber feels then we should err more on the side of more parking spaces, than space available, because he thinks we would determine we should have had 300, rather than go back and redo it.

Chairman Finley suggested that the word consistent be changed to read maximum, and then leave the second resolve in there that we relook at it depending upon what goes on, so the public does not feel that they are out of this process.

Ms. DeSpiegelaere asked if we should provide 1,000 on each. Chairman Finley feels we should be realistic, if 1,000 is the right amount for the whole alignment, at 200 or 300 at Lexington, some at Snelling, etc.

Mr. Wolsfeld discussed taking the preliminary design plans out for a public hearing, and you are acquiring single family homes, and you are acquiring the businesses, then those are in the preliminary design plans. When you are now directly impacting people, they tend to show up, and express a lot of discomfort with the direction. As Ms. DeSpiegelaere mentioned, the right of way acquisition for the park/ride, you can imagine the arguments, you are going to acquire my property so that someone two miles away, who is too lazy to get on a feeder bus, and park right next to the station to get on and ride this, I now lose my business and my home, I do not think that is fair. Let them move where I live closer to the line. On the other hand the points about if you do not provide adequate access to the stations, the whole system does not work, so it will be a spirited discussion.

Commissioner Schaber, looking at a 300 car lot as opposed to 100, feels it is better to do that rather than say we are taking what is available, then after the fact, after they have agreed we go back and do it to them. That is not being straight. It is better to err on the side of being more aggressive on the number of spaces, we can slide it back. We are not going in there and saying we are not going to bother you, then a year later come back and say we need more property. He would rather move this way.

Commissioner Salverda made a motion, but there was no second.

Chairman Finley then reiterated the proposed resolved in the resolution, on the space available basis would be deleted, and the word maximum would be added.

Commissioner Schaber would move this, this is a departure from what was being recommended, but he would move the resolution with the propsed changes. He feels strongly that is the way we should do it.

Commissioner Norgard will second this, and he commented that in looking at the Eastern Cities, you need lots of space, no matter where you put it to encourage people to come in, use that space, and go wherever you want.

Commissioner Norgard feels you will kill the system if you put a limit on the parking area, the more space you have, the more ridership you will have, and if it is a rental spot you may get the money back in some kind of a fee anyway.

Commissioner McCarty would like to know how you enforce this parking area. Mr. Wolsfeld explained that if there is a problem, where the demand exceeds the supply, then you can go to policing. To his knowledge, the park system is now the only system in the country, they have talked about structured parking, about condominizing the space, they have gone to that extent. Some charge for it, others don't charge for it. The thing we learn by calling the fifteen cities, there is no consistent application, some say no, they are not acquiring property, others take a position that the system is going to work, that you have to do that, and that is part of the building the system, others say no they will rely on the feeder bus, this is competing with the feeder bus - so they may not be able to provide a good feeder bus system. So, there is no consistent application on how they do it around the country, each one is a little different.

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

WHEREAS, Ramsey County Regional Railroad Authority is preparing an Environmental Impact Statement for LRT for the Midway Corridor; and

WHEREAS, One assumption for the Environmental Impact Statement concerns the provision of park/ride facilities on each of the three alignments (Soo Line/I-94, University-Avenue, and Pierce Butler Route/Burlington Northern) under consideration; and

WHEREAS, The ridership forecasting model has indicated that all three alignments could benefit from the provision of 1,000 to 1,600 park/ride spaces at station areas; and

WHEREAS, BRW has surveyed cities where heavy rail and light rail systems have been constructed to determine the policies relating to provision of park/ride services; and

WHEREAS, Three alternatives, (1) Provide park/ride facilities to meet demand; (2) Provide no park/ride facilities; and (3) Provide park/ride facilities where space is available have been considered; and

WHEREAS, The three alternatives have been compared to Ramsey County Regional Railroad Authority's goals for LRT; Now Therefore, Be It

R 90 58

RESOLVED, That maximum park/ride facilities will be planned for the purposes of preparation of the Environmental Impact Statement for the Midway Corridor on all three proposed Midway Corridor alignments; and Be It Further

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RESOLVED, That Ramsey County Regional Railroad Authority will reconsider this matter on the basis of comments received on the Environmental Impact Statement for the Midway Corridor.

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

6. Ten-year Budget for LRT in LRT Coordination Plan

Chairman Finley said this is information that is going to the Advisory Committee. Ms. DeSpiegelaere confirmed that this is going tomorrow to the Joint Advisory Committee and Commissioners Ahrens and Hunt would like direction from their colleagues on this.

Commissioner Salverda has a question on the assumption of the Federal funding, as at previous meetings we were really skeptical on this, and this makes the assumption that there will be.

Ms. DeSpiegelaere said staff talked about this a week ago at their meeting about the assumption of federal funding. David Minister was at this meeting, and he viewed the assumption of federal funding as not being unreasonable.

Chairman Finley also has a concern, and he has said this at the RTB Meeting, as well as privately, to Derus and Minister, he thinks that we should be talking about 1% to transit. If the Legislature wants to make it 1/2% or 1/4% for LRT and something for something else, that would be in their bailiwick. If we go up with 1/2%, it will be 1/4%, if we go up with 1/4% it will be 1/10%, and there won't be enough money to do it. Everybody will say why didn't we tell them it was going to cost this. We will say yes, we did it was going to cost this, but you did not listen to us. We thought that we would have room to cut it back, and as we get into this, as we have gotten into every other capital project that we have been involved with in the 20 years, he does not know why LRT would be something different. He feels very, very strongly on that, we should be talking about 1% for transit, if we talked about something less, we will have less than that left. That is the way it works, that is the system.

Chairman Finley said we might as well be realistic, if we need 1% to operate the transit system in the metropolitan area, be it bus, LRT construction, LRT operation, that is what it is going to cost, and he thinks that is what it does cost. It may be that we will have to reduce the property tax as a tradeoff on that that is now being levied for the purposes of subsidizing the bus system, but that is part of what goes on when you are talking to

Legislators, they require you to do certain things, he feels very, very strongly, that we start talking about something less, we might as well throw in the towel, we are wasting our time. Whatever less is, will be less than that. He told them to not even put this down on the paper, he made it very strong.

Commissioner Hunt thinks there is a real dilemma here because these projections that have been put together on the implementation on the second and third phase even those are based on a speeded up implementation because of the fact that there was going to be more money than was needed for the implementation. If you are going to ask the Legislature for 1%, rather than 1/2%, then you are faced with the problem of how you justify that, and speed up the process even more than it has been speeded up. There has been some reluctance on the part of us to speed it up the way the proposal is coming out of the LRT Advisory Committee. It gets back to what she brought up at the last meeting that the Midway section was supposed to sort of a pilot program, and then you would add on to it. So, there is a real dilemma on the time table and the amount of money that a 1% sales tax would bring in. We could further complicate things, she would find it difficult to go back to the LRT Advisory Committee and say this body wants to support a 1%, then we would have to redo this whole schedule of implementation.

Chairman Finley does not think that you do, what this deals with is an assumption of \$200 million, or \$150 million of Federal Funds which he thinks is unrealistic. This is going to have to be picked up some place else. Also, it does not deal with the operating cost of the system, then that is going to have to be picked up some place else. He feels very strongly that we should be talking about those things because if he was a Legislator the first thing he would ask at a Committee meeting is who is going to pay to run this system, how is it going to be paid for. We are going to have \$200 million in planning money, they will say, they just thought we were going to build it. We are fragmenting something that is going to come back to absolutely haunt us. He is very, very fearful of it as what we are doing is not a matter of being straightforward, it is a matter of saying we can get by for less in order to get this thing built, and he does not think it is fair. That is his feeling, that is why he says transit, and he means the total system, we are going to reroute the buses, etc., to make LRT work, then let's take all those costs, let's offset them, and really do a job. We are paying these people enough money, anyone can figure out how much it costs to pay off a bond.

Commissioner Schaber agrees, he looks at the last sheet which is a Summary sheet, depending on which scenario you are looking at, you are looking at federal funding of \$200 million and \$166 million, which is between 16 and 21% of your total construction costs, plus beyond that you show a deficit. So, why are we talking about 1/2% or 1/4% when Federal funds are funny money to start with, if there is any, and also there is a deficit beyond that, and and also, the operating costs. It seems to him that the deficit would be (\$127 million or \$131 million), then we are not even dealing with operating costs. if we are going to give the Legislature the full picture as to what

is true because of the cost of building this system and running it, then we have to give the operating cost as part of that package, you can't fragment it out, as obviously the Legislature if they looked at so many million, as to a billion, you have to give them the story, the total story, we may have to buy more buses as part of the total transit system. We have to go in with that kind of a scenario, or we are just kidding ourselves and kidding the Legislature.

Chairman Finley added, most of all we are kidding our constituency, who says 1/4%, they took the other 1/2%, then we have to operate that, now we have to pay more income tax to pay for the operation of that, the property taxes are going to go up because there is no money to operate the bus system.

Commissioner Schaber said what really bothers him is why are these Federal dollars shown, when everyone around this table says there are not any.

Ms. DeSpiegelaere explained that the assumption for the 10 year budget were in the Financial Plan, this was for sales tax for transportation costs, the operating costs were to be paid for out of the Motor Vehicle Excise Tax. This is what it should look like without Federal Funds.

Mr. Wolsfeld said the frequency between the corridors if 5 1/2 years, 66 months, after you do the first corridor, the next corridor you start is 5 1/2 versus the 36 or 42 months because you are essentially taking the \$100+ million dollars in federal funds, and you have to build up more revenue off the 1/4¢ sales tax to pay for that, this takes about 2 1/2 years, so it slides that next corridor up to 66 months, or 5 1/2 years before you start the next one. With 1/2¢, you would be going 12 months frequencies, so if you lose the \$200 million, you would go through about a 16 or 17 month frequency to start.

Chairman Finley believes the MTC budget is \$62 million, is what the RTB is approving for 1991 on the property tax. \$62 million for the operations of the bus system. His point is if you can give them something saying, if we are going to reduce the property tax on the front end, we are going to be able to take that money for transit, do things, and really make this LRT system work. We are going to use the money, change the routing of the bus, it is going to cost more money than just the capital outlay for the lines, and park/ride. He thinks it makes more sense. if the Legislature decides that this is way too much money to be giving to it, that is their choice.

Commissioner Ahrens agrees with Chairman Finley, and this will put them on the losing side at the meeting tomorrow.

Ms. DeSpiegelaere understands that the direction of this group at the meeting tomorrow, the preferred option is to consider the 1¢ sales tax for transit, and this would be used and that would be used for bus and LRT capital and operating costs, and then go back and look at what this would do to these alternatives. If this were the case, then 1/2¢ or 1/4¢ sales tax for LRT might be for construction. You also have reservations about Federal funding.

Chairman Finley said somewhere down the line we need to get down to realisms.

Commissioner Hunt does not know if her assumption is correct, but her assumption is that some of the powers to be at the RTB have been exploring this whole matter with key Legislators, and she does not know if they have found any real interest in the folks who are willing to introduce a 1¢. She senses there is a possibility a 1/2% may be introduced. This is the political reality we are talking about here, but she is not saying that as a deterrent to taking the position we want to take, but that is what is propelling some of the kinds of efforts.

Chairman Finley stated that he particularly told an individual who was at the meeting, let them get the gratitude for reducing it from 1% to a 1/2%. That is what they are there for, and that is why he feels strongly, that we think we need it, if the Legislature says 1/2, so be it. But, to say that it does not cost anything for park/ride facilities is not the case.

Commissioner Hunt said the political reality might be how are you even going to get it discussed in a Committee, if you do not have someone who is willing to introduce a bill.

Chairman Finley agrees, let the Legislators decide that 1% that we requested is too much.

Commissioner McCarty said Senator Langseth made it very clear that they would expect something out of this for other areas in the state, and in his mind it is a foregone conclusion, if we don't talk about a transportation bill in the big picture first, and then out of the 1% tax, we will need a certain part of that for LRT, leaving something for the secondary roads in the other areas.

Chairman Finley was in Madison, Wisconsin yesterday, he saw an article in the Milwaukee paper, the counties have a 1/2% sales tax for capital projects. They do not want it to be permitted to be used for operations, but for the one shot of capital projects. Maybe that is why the State does not want to use this for operations, this is a decision that is going to be made by the Legislature.

Commissioner Ahrens asked if we should support a motion on this, as this was for discussion. Commissioner Hunt said they should need direction.

The Board discussed whether this resolution be for transit, or be called transportation, this would be 1% in the metropolitan area, and would include operating costs of the system. If this was proposed statewide, there would be a greater problem.

Commissioner Hunt believes that using the word transportation will make this a more viable motion at the Committee because other suburban counties would use some of the money for things other than transit, they would use it for roads, and, therefore, they would support it.

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

WHEREAS, Ramsey County Regional Railroad Authority Commissioners have participated in discussions on funding of light rail transit and have reviewed proposals for the 10-year LRT implementation plan as part of the LRT Coordination Plan; and

WHEREAS, Ramsey County Regional Railroad Authority Commissioners have considered that in addition to the capital costs for LRT, other transportation needs require consideration, such as:

1. The current annual MTC subsidy of \$70 million.
2. The operating subsidy for the proposed LRT feeder bus system.
3. Additional LRT corridors.
4. The speculative nature of the \$200 million in federal funding assumed for LRT capital costs.
5. The operating subsidy for the proposed LRT system.
6. Other transportation needs in the region.

Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports a one percent metropolitan sales tax for transportation.

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

At this time due to the conflict which some Commissioners have for a noon Meeting, Items 9 through 13 were acted upon. However, the minutes for these items will appear in the normal agenda order.

Chairman Finley suggested that this meeting be recessed at this time, until 1:30 P.M. and Items 7 and 8 will be discussed at that time.

Following the Special Ramsey County Regional Railroad Authority Board Meeting to approve the proposed levy for 1991, the regular meeting of the Ramsey County Regional Railroad Authority was resumed at 1:40 P.M. in the Large Conference Room of 316 Court House.

7. LRT Coordination Plan - Implementation and Organization

Ms. DeSpiegelaere distributed copies of the MTC Meeting, and while this was being done Commissioner Hunt reported on the last meeting of the Downtown Task Force, they discussed the tunnel alignments, entrances, etc., and the next two meetings is when the major decisions are going to be made, and she indicated she would ask the Chairman to be sure to remind the two City Council members (who only attended the first meeting) that it was very important that they be there for this meeting because this is when all the major decisions will be made at the next two meetings. She personally reminded Tom Dimond about it, and she suggested that Bill Wilson be reminded also.

Chairman Finley commented that this is what the City requested us to do, and then they have not shown up.

Ms. DeSpiegelaere said the consultant's recommendation was that the RTB be the implementing agency.

Chairman Finley said some say the RTB, Senator Langseth says Mn/DOT, and MTC says the County. Ms. DeSpiegelaere said that is correct.

Chairman Finley said what we were talking about last time, if Mn/DOT does it, it would be lower down on the totem pole, if RTB did it they would have to gear up on staff as they have never done anything like that, they do not have staff, engineering type to do it, the counties have a staff that overlaps lines. He thinks one of the suggestions which Commissioner Ahrens had which is a pretty good suggestion is that maybe just the counties in which that particular line is directly affecting, with a Joint Powers Agreement. If we have a seven county joint powers, the votes for the majority is not really directly affected by the actual line that is under construction. Maybe what we should be looking at is somewhat of a hybrid, which is looking at the two counties which are most directly affected by the line that is under construction., if they enter into a joint powers agreement with their Public Works staffs for construction. He would support something along those lines, that the counties oversee it, as the RTB cannot do it without a huge bureaucratic changeover, and a whole new development of an agency that has never been involved in the construction area.

Commissioner Schaber, as a practical question, asked if we determine the line to be down the freeway, it might be practical to have Mn/DOT. However, if the determination is one of the other two corridors, then there might not be a need - do we have to make this kind of a decision at this point. There is a big difference between running it down the freeway all the way, he would want

Mn/DOT to be absolutely an integral part of it, but if we are to go to one of the other alignments, then we maybe don't need Mn/DOT.

Commissioner Salverda understands that the staff is not making a decision, but is only saying these are some key principles that the decision will have to be under.

Chairman Finley said this is what our staff is doing, because the scenario that happened, the consultants came in with a recommendation to the RTB, into the Light Rail Advisory Committee, then everybody says that is not the right recommendation, so when we discussed this at our last meeting, we asked Ms. DeSpiegelaere to put together how this fits in with what we have set, our goals, what we would like to see, and this is what she is coming back for us to look at, sort of a hybrid.

Commissioner Salverda said then basically the Board can accept these principles without making a decision on them as to a specific move. Chairman Finley said we could.

Commissioner Hunt would like to know if the Advisory Committee is going to make a recommendation.

Ms. DeSpiegelaere said the Advisory Committee will make recommendations, but Committee directed staff to assess the pros and cons of various options and come back to the September 5th meeting with information on this. Staff of the Regional Rail Authorities have met and proposed how a joint powers could work. They have put that in a package for September 5th meeting. Her recommendation is not to make a specific recommendation until you have more information.

Commissioner Ahrens has a few concerns about the principles which Ms. DeSpiegelaere has laid out, and she would like to go over them. The ones she is concerned about are Nos. 1, 5, 8 and 9. Assuming that we still have an open mind to this issue, it may be that what looks most appealing to us would be the Mn/DOT, and No. 1 says the active involvement of local rather than appointed officials, is important to ensure accountability. She has two concerns about this, is this putting us more on the side of the Joint Powers Agreement, rather than an MTC, and secondly, she is not supportive of any local official, they should be representatives of areas impacted as what we have now is a lot of local officials having input, and she is not thinking that this is the kind of pattern we should have.

Another concern is No. 5 of the principles, no organization in Minnesota is equipped with the staff to implement LRT. A stable organization with a history of construction of major public projects should the implementing organization for LRT. She does not know what major public projects means, but this would tend to say that we should go with the DOT, she feels this is a little too strong.

Commissioner Ahrens discussed No. 8 to deal with responsibilities. This might say that we do not want this limited approach which Chairman Finley is describing where we have the Joint Powers with the counties involved in the first segment, it would change. The consultant seemed to feel that this was not all that advantageous, that you could have a change in structure as the various lines came on board. She is concerned about the implication for that.

In No. 9, Commissioner Ahrens quoted that it is important that the agency responsible have involvement throughout plan development, engineering studies. If you say planned development, this may exclude Mn/DOT, and she is not sure we would want to do that at this point.

Commissioner Ahrens feels some of these principles should have a little modification, and she is really not sure how to modify this, it looks like it throws us in one camp with one, and in another camp with another.

Ms. DeSpiegelaere explained that in putting these together, she had no specific option in mind.

Commissioner Hunt thinks this is good food for thought, and she would move that we lay this over until the next meeting.

Chairman Finley thinks she is right, if Ms. DeSpiegelaere should think of other things, she should put together some other broad things, because it does make you think about the different scenarios.

Commissioner Schaber suggested on No. 1 that in place of elected officials, it should say County Commissioners, we have the money and the responsibility. It seems to him as part of this, we are more cognizant of citizen concerns, and those kind of things, and we also have the background since the beginning of this. He is not really interested in having someone from the City Council or the State coming on at the end of the whole process, and not having had the background, and the benefit of a couple of years of going through all these meetings and scenarios.

Chairman Finley thinks from looking at it very realistically. there are some Commissioners in some of the counties who have spent a lot of time on this. He does not know anyone at the municipal level who has spent anywhere near the amount of time as this Board as individuals and other Commissioners in other counties. Commissioner Schaber's point is well taken as well as Commissioner Ahrens that in viewing No. 1 that we say County Commissioners, and that we say of the counties most directly affected by the proposed line. The line itself even if you adopt it as a policy let it be the counties where the lines are, that overall structure as a policy would change. We may not be in on one of the other lines, but the policy would be that the two counties who are involved, and others could sit there as non-voting member just to know that there is information among all the seven counties.

Commissioner Hunt is concerned that what if Hennepin and Ramsey were the joint powers, and they reached an impasse, what if Hennepin wanted turnkey approach, and Ramsey did not want turnkey approach.

Chairman Finley said then one would really have to give if they really want the project to go forward. He does not think it is better to have a third party who does not have an interest to break that impact, unless you set an arbitration.

In looking ahead Commissioner Hunt can see this as a potential kind of thing. She does not think that Ramsey County is all that inclined to go turnkey where Hennepin might want it. Would that mean that the whole thing should come to a stop. This could be a difficult kind of an issue.

Chairman Finley said for the good of the project, you better work it out, where one of you will have to give, if you really want the project to go forward.

You could have in your Joint Powers Agreement have a manner of arbitration to break a deadlock as part of the agreement.

Commissioner Hunt has seen this at the LRT Advisory Committee, and she believes they will see this at the meeting tomorrow, the kinds of things coming out, with the consultants approach to these issues.

Commissioner Ahrens would like to know if the Advisory Committee is aware that Hennepin has hired their own consultant to study the structure, turnkey approach.

Commissioner Hunt said this consultant came to the seminar they had at the Earle Brown Center, and he had to be shut down, as he tried to monopolize the program. This is what they are up against.

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

extra # here?
The Ramsey County Regional Railroad Authority will lay the matter of the LRT Coordination Plan, Implementation and Organization, and the defining of Principles be laid over, to be refined and brought back to this Board at a later date.

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

8. Adopt First Level Evaluation Criteria and Alignments for further study for Northeast Corridor.

Ms. DeSpiegelaere said there are two types of recommendations coming before the Board today, the evaluation criteria for the first level for the corridor selection, and the second is the recommendation as to which corridors should be studied additionally. These have been reviewed by the Technical Group, the Northeast Task Force and the Intergovernmental Committee.

Charleen Zimmer addressed the Board, they started with a whole universe of alternatives, all of the possible alignment, street, rail corridor, freeway, etc., in the corridor and then used a series of evaluation criteria, to narrow down to four different alignments that they have recommended for study.

Ms. Zimmer displayed a Board showing what was recommended by the Task Force and they did vote to support the following criteria. These are only the initial criteria, they are developing and will take to the next Task Force Meeting a set of criteria by which these alignments will be evaluated for purposes of selecting a preferred alignment.

The first criteria served most of the Northeast Corner study area, served major trip generators within the study area, routes that have minimal travel time that is related to the next criteria which is to select an alignment that will have the capability for high speed transit service, that essentially ruled out most of the residential streets. Another is have available right of way width, and the alignment should provide the opportunity for future LRT extension.

Ms. Zimmer discussed the alignments we have; after looking at the Corridor, it became clear that the corridor needed to be broken into some sub areas, because the alignments are somewhat different in the sub areas, and certainly the issues are.

Sub area 4 which is north of 694, there are principally three alignments in this sub area, one which connects to 35E, and it uses a BN alignment that runs in the Northeast direction. The second is the BN, that has a somewhat more northerly direction, and the third is Trunk Highway 61. One point on Hwy. 61, County Road E, at the point where BN and 61 cross, and north of Goose Lake is not recommended. The reason for that is that 61 goes on a causeway through Goose Lake, and in order to add LRT there we would have to fill into the lake, and because of the impact on the lake, and the close proximity of the BN, they are not recommending that this section of 61 be considered. 61 can swing on to the BN north of that point, use the BN, and then actually comes back on 61 and BN north of Goose Lake for all practical purposes share a similar right of way. So, it does not eliminate either of those as alternatives, it just eliminates that one section of 61 as an alternative.

Ms. Zimmer then discussed Area 3 which is between Frost Avenue or the Willard Munger Trail, and 694, they have three distinct alignments, 35E, Trunk Highway 61, and the BN RR. In the St. Paul area, or sub area 2 between the Willard Munger Trail and the rail yards, this is the area where we have the most complex issues and the most opportunity for a variety of alignments. They have recommended four alignments in this area, the BN, a combination of Trunk Highway 61 and Arcade, 35E, and then a combination of the Willard Munger, primarily east-west alignment, it is an old abandoned Soo Line that is being developed by DNR, it is owned by DNR, combined by Westminster into downtown St. Paul. The final area is the connection between those four alignments in downtown St. Paul, and their sub consultant is currently looking at connections there primarily from an engineering feasibility and cost perspective because for all alignments there are difficulties in getting directly into downtown. The next time they come back to this Board, they will be able to address these connections.

Ms. Zimmer continued, what this allows us, in particular the Willard Munger, this allows us some flexibility, as they go through the evaluation of the alternatives, to do a little bit of mix and matching in a preferred alignment if they prefer to do that. These are the recommended alignments, and it is based on the criteria that we went through.

Commissioner Schaber said there is one that could be partly railroad, and then hooking up at McKnight and going out.

Mz. Zimmer said they did initially look at at an alignment which would combine the CNW and McKnight Road, and the reason that is not recommended is that when they looked at the approximate service area or the geographic area that that alignment would draw transit riders from, they really were not able to capture riders from anywhere west of about 61, so we were serving less than half of the Northeast Study area, we were beginning to get into a service area outside of Ramsey County. Their primary interest was to try to serve as much of this part of Ramsey County as they could.

Commissioner Schaber would like to know if it is practical at all to look at Arcade Street, you would have to wipe out one or the other side of the businesses on Arcade Street.

Ms. Zimmer said it is their understanding, that the City of St. Paul after it was discussed, and this was actually recommended as an alignment in the Comp Plan, but the City of St. Paul is looking at a combination of redevelopment of Arcade Street along with an LRT alignment. We have chosen to recommend that this continue to be studied, recognizing that this is a major impact of that alternative.

Commissioner Schaber mentioned that Arcade is not that wide, and you would have to take out one-half of the businesses. Ms. Zimmer said that is most likely true, or a change in the function of the street.

Ms. Zimmer said their intention in regard to land use impacts and development or economic impact on each of these alignments, is at the appropriate time to work with each of the cities to look at future land uses, and at that time the analysis will be based on the City's intentions on this alignment. The City will have to work with them if there is going to be some redevelopment.

Commissioner Ahrens would like to know how much we would have to spend on studying Arcade, if the City is going to pay for the cost of the study, as well as the cost of acquiring right of way, that would be one thing, but she does not see any point in studying something when it is so obvious it is not going to be so productive, unless someone comes in and foots a very big bill.

Chairman Finley said what we did on Sherburne when they wanted to tear out all those homes or have us do it, we passed a resolution asking them to give us an analysis of how they plan to pay for it. Maybe they could give us an idea of how they plan to do this, before we get into the light rail plan because it is far beyond the effects of light rail.

Commissioner Hunt's question is how much are we committed now to do in this corridor in view of the fact that its rating on the priority list is not all that clear. Are we going to continue to spend money at this point in time, and pursue this like we are the Midway Corridor, or are we going to put it on hold until we know better when its implementation date will be, if any.

Commissioner Schaber believes that 35 is scheduled for rehabbing in another eight to ten years, so this could be an issue.

Ms. Zimmer, recognizing the sensitivity and the concerns being expressed by the neighbors along BN, feels it might be advisable just so that they are clear that there are some other alternatives, that we continue to look at Arcade, so that at least we can show the tradeoff and the potential advantages and disadvantages of the two alignments. If we do not have an alignment other than really 35E and BN, the two are going to be quite difficult to compare because they serve such different service areas.

Ms. Zimmer pointed out on the map the segments of the railroad that we have to make decisions to purchase, all the way to the County line.

Chairman Finley said we wish to take action today to adopt the criteria, and the sub-sections.

Commissioner Schaber would move it with the understanding that the caveat for Arcade, doing a similar type of resolution to the City of St. Paul, this will be extremely expensive from East Seventh to Wheelock Parkway. Commissioner Hunt seconded this motion.

WHEREAS, Ramsey County Regional Railroad Authority has reviewed comments made on proposed alignments for study for potential locations for LRT in the Northeast Corridor at the LRT forum by advisory committees and by citizens; and

WHEREAS, It has been recommended that the Northeast Corridor LRT Alignment Study consider further an alignment along Arcade Street from East Seventh Street to Wheelock Parkway within the City of St. Paul; and

WHEREAS, These comments have been carefully considered; and

WHEREAS, Arcade Street is currently under the jurisdiction of the Minnesota Department of Transportation; and

WHEREAS, Arcade Street has a width of 60 feet and the minimum desirable width on Arcade Street in order to accommodate LRT is 93 feet; and

WHEREAS, In order for Arcade Street to be considered further for LRT it would be necessary to alter the character of existing land uses; and

WHEREAS, The proposal to consider LRT further on Arcade Street would require strong support from the City of St. Paul; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority will consider Arcade Street further as a potential alignment for light rail transit only if by November 20:

1. The City Council of St. Paul adopts a resolution that indicates support for additional consideration of LRT along Arcade Street in the Northeast Corridor and an understanding of the implications of insufficient right of way for LRT on the street at this time; and
2. The Council in its resolution indicates a commitment to an analysis of the traffic, access, relocation and economic/land use implications if LRT is to be considered further on Arcade Street; and
3. There is an understanding that the agency responsible for LRT will not absorb the land use/transportation costs associated with acquiring sufficient right of way to accommodate LRT on Arcade Street; and
4. Neighborhood, business and Minnesota Department of Transportation concurrence has been received by the City of St. Paul for the proposed LRT study of Arcade Street by Ramsey County Regional Railroad Authority before November 20; and
5. The continued assessment of LRT on Arcade Street is still desired by the City Council of St. Paul at that time.

9. Authorize BRW to prepare grant applications for LRT funds to Mn/DOT at a cost not to exceed \$5,000.00

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

WHEREAS, Ramsey County Regional Railroad Authority wishes to submit grant applications to the Minnesota Department of Transportation for LRT funds for:

1. Continuation of Phase II preliminary engineering for the Midway Corridor.
2. Preparation of an Environmental Impact Statement for the South Corridor.
3. Preparation of an alignment study for the Northwest Corridor;

Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes BRW to prepare the grant applications at a cost not to exceed \$5000 and that funds for preparation of the applications shall be provided from the consulting account in the 1990 budget adopted by Ramsey County Regional Railroad Authority, And Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to sign a contract for this work.

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

10. Ratify Partial Payment No. 10 to BRW, Inc. in the amount of \$107,744.28

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-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 June 30, 1990; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 89-003, the Ramsey County Regional Railroad Authority authorized (Resolution R89-70) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 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

WHEREAS, BRW, Inc. Invoice No. 58740, Partial Payment No. 10, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through June 30, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$107,744.28 for Ramsey County Regional Railroad Authority's share of services rendered through June 30, 1990 is hereby ratified.

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

11. Ratify Partial Payment No. 2 to SRF, Inc. in the amount of \$27,848.91.

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 conducting alignment studies for the Northeast Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, govern the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through June 30, 1990; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-001, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) 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 R90 - 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

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 3, Partial Payment No. 2, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through June 30, 1990; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$18,865.32 for Ramsey County Regional Railroad Authority's share of services rendered through June 30, 1990 is hereby ratified.

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

12. Ratify Partial Payment No. 3 to SRF, Inc. in the amount of \$27,848.91.

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 conducting alignment studies for the Northeast Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, govern the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

290-58
WHEREAS, Strgar-Roscoe-Fausch, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through July 31, 1990; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-001, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) 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 R90- 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

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 3, Partial Payment No. 3, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through July 31, 1990; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$27,848.91 for Ramsey County Regional Railroad Authority's share of services rendered through July 31, 1990 is hereby ratified.

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

13. Approve Amendment #2 to Contract Agreement No. 65438 with State of Minnesota, Department of Transportation, and Authorize the Chairman of the Railroad Authority to sign on behalf of the Railroad Authority.

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

WHEREAS, State Grant Contract #65438 provides funding for Phase I Preliminary Engineering and Environmental Impact Statement Studies for the Midway Corridor; and

WHEREAS, The existing contract period is 24 months; and

WHEREAS, Due to delays in study progress, the work will extend beyond existing contract period; and

WHEREAS, Amendment #2 to Contract #65438 extends the contract period from 24 months to 36 months; Now, Therefore, Be it

RESOLVED, That Amendment #65438 is approved and the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the amendment on behalf of the Authority.

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

Items No. 7 and No. 8 had been delayed in the normal agenda order, and following action on Items Nos. 9 through 13, Chairman Finley suggested that this meeting of the Regional Railroad Authority be recessed until 1:30 P.M. at which time discussion of Nos. 7 and 8 would be taken up. However, discussion of Nos. 7 and 8 will appear in the normal agenda order. The Board members were in agreement on this.

The Ramsey County Regional Railroad Authority Board Meeting was resumed at 1:35 P.M. Items 7 and 8 were discussed at that time, however, the discussion appears in the normal agenda order.

There being no further matters to come before this Board, Chairman Finley declared this meeting adjourned at 2:15 P.M.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>Chairman Finley</u> Originating Department <u>John T. Finley /s/</u> <u>9/4/90</u> Authorized Signature Date	Board Action Requested CHAIRMAN'S COMMENTS
Request Justification	

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

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
<u>September 11, 1990</u>	<u><i>J. L. Glendenning</i></u>	<u>9/4/90</u>
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 8/30/90
Authorized Signature Date

Board Action Requested

Results of analysis of economic impacts for
 LRT in the Midway Corridor with presentation
 by Jim Prost, BBP

DISCUSSION ONLY

Request Justification

See attached:

Memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
 September 11, 1990

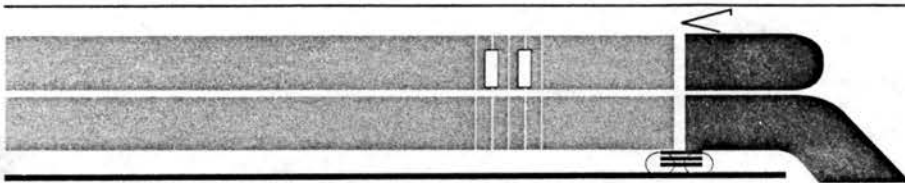
Signature

Date
 9/4/90

Board Date

Signature

Date



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

Subject: Economic Impact Analysis for the Midway Corridor

Date: August 31, 1990

The Economic Impact Analysis for the Midway Corridor is being prepared by Jim Prost, consultant with the firm of Basile Baumann & Prost, Annapolis, Maryland. Mr. Prost has prepared a summary of his analysis and will attend the September 11 Ramsey County Regional Railroad Authority meeting to outline his work and respond to questions. He will also speak at a forum that evening at the University of St. Thomas.

Proposals for consultant services for this project were reviewed by City of St. Paul staff. Members of Planning and Economic Development Division staff (Larry Soderholm, Roger Ryan, and Mark Filipi) have been involved in regular meetings with Mr. Prost to ensure that his study met their information needs as well as those of Ramsey County Regional Railroad Authority. Mr. Prost expressed interest in being considered for this work after he met Peggy Reichert, St. Paul Planning and Economic Development Division Deputy Director, at a conference.

MAJOR CONCLUSIONS

Mr. Prost has concluded that (1) The economic development impacts of LRT in the Midway Corridor will not be significant; (2) If LRT is constructed on an alignment other than University Avenue, it will not have a negative effect on economic activity along University Avenue; (3) Because there are tradeoffs between construction-period impacts and long-term impacts, he cannot identify a clearly preferred alignment in the Midway Corridor on the basis of economic impacts.

ADDITIONAL ASSISTANCE

Three University of St. Thomas faculty members have assisted in reviewing, commenting, and directing Mr. Prost's work. They are Jack Militello, Joe Krietzer and Steve Hoffman. It is an understatement to say that their assistance has been beneficial to Ramsey County Regional Railroad Authority.

RECOMMENDATION

For your information.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>Regional Railroad Authority</u>		<u>Board Action Requested</u>
<u>Originating Department</u>		Update on Ridership Forecasts for Midway Corridor.
<u>/s/ K. DeSpiegelaere</u>	<u>8/29/90</u>	
<u>Authorized Signature</u>	<u>Date</u>	<u>DISCUSSION ONLY</u>

Request Justification

A verbal report on the status of ridership forecasts for the Midway Corridor will be given at the meeting.

Budgeting and Accounting Ed Slautsky

County Attorney [Signature]

Risk Manager _____

Data Processing _____

Previous Action taken on Request _____

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

September 11, 1990

[Signature]

9/4/90

Board Date

Signature

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 8/28/90
Authorized Signature Date

Board Action Requested

Authorize staff to negotiate a contract for South Corridor LRT Study with BRW for an amount not to exceed \$170,435.

ACTION IS REQUESTED

Request Justification

See attachments: 1) Proposed resolution
2) Memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Blawitz
County Attorney David W. Miller
Risk Manager _____
Data Processing _____
Previous Action taken on Request _____

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

September 11, 1990

J. L. Glendinning
Signature

9/4/90

Board Date

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, A request for proposals for consultant services for an LRT study for the South Corridor was issued; and

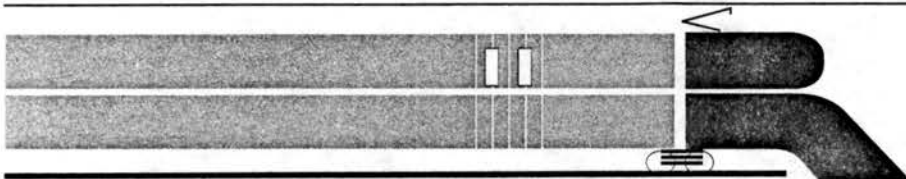
WHEREAS, A staff committee of five has reviewed the proposals, listened to presentations from the two firms which submitted proposals, and made a recommendation that the firm of BRW, Inc. be offered a contract; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority staff is authorized to negotiate a contract with BRW, Inc. for an LRT study for the South Corridor with the caveat that BRW must demonstrate that it has added sufficient staff to perform the work in a timely and efficient manner, *subject to concurrence*

by Dakota County Regional Railroad Authority

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman
District 3

Duane W. McCarty, Vice Chairman
District 1

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Diane Ahrens
District 4

Hal Norgard
District 7

Donald Salverda
District 2

MEMORANDUM

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

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

SUBJECT: Selection of Consultant for South Corridor LRT Study

DATE: August 28, 1990

The South Corridor, extending from downtown St. Paul into Dakota County, is included as a Group B corridor in the Regional Transit Board's LRT Development and Financial Plan. A request for proposal was issued for an alignment study of the South Corridor. Two proposals were received in response from SRF and BRW, both located in Minneapolis. Both firms are under contract to Ramsey County Regional Railroad Authority for LRT work.

On August 20 a group of five staff members, two from Dakota County, one from the Regional Transit Board and two from Ramsey County, met to review proposals and hear oral presentations by the consultants. The recommendation of the staff group was that BRW be selected for the work.

The budget proposed for the project by the firms was:

BRW		
	Subtotal	\$155,435
	Contingency	<u>15,000</u>
	TOTAL	\$170,435
SRF		
	Subtotal	\$150,000
	Contingency	<u>25,000</u>
	TOTAL	\$175,000

Both firms recommended that the ridership forecasts for the South Corridor be prepared using the regional forecasting model and Railroad Authority staff recommend that approach. SRF's proposal indicated that the contingency amount would be needed to pay for that work if that forecasting approach was used. BRW's proposal included an amount judged to be insufficient for report reproduction and the contingency may be necessary for that work.

Both firms recommended that a change be considered in the scope of work that had been proposed. Rather than completing an alignment study, they recommended that an Environmental Impact Statement be initiated for the South Corridor, and that the initial study be used as a Scoping Report for the Environmental Impact Statement. Staff of Dakota County Regional Railroad Authority, Regional Transit Board, and Ramsey County Regional Railroad Authority concur.

The proposals and presentations of both SRF and BRW were good. SRF's strengths were perceived to be in the areas of ridership forecasting, land use and neighborhood impacts. BRW's proposal was viewed as superior in the approach to the project, the seasoned project management team, station area planning and public presentation skills.

It is a concern to Ramsey County Regional Railroad Authority staff that both firms have other LRT projects that require time and staff. We do not want Ramsey County Regional Railroad Authority's current work with BRW on the Midway Corridor to be negatively affected by BRW's work on the South Corridor. We recommend that the Chairman of the Regional Railroad Authority express to BRW the need for adequate staffing for both projects and other work being undertaken by BRW. We would have similar concerns if SRF had been the recommended consultant for this project.

Because of commitments to other projects by Ramsey County Regional Railroad Authority staff, Dakota County Regional Railroad Authority staff will have the lead role in consultant oversight on this project.

Recommendation:

Consider adoption of a resolution that authorizes negotiating a contract with BRW for the South Corridor LRT study. A contract will be prepared for your approval for a subsequent Regional Railroad Authority meeting.

Dakota County Regional Railroad Authority will be considering a similar action at its September 11 meeting.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. Helgeson</u> <u>9/3/90</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Approve community participation program for South Corridor and authorize nominations to be solicited for membership to South Corridor Task Force. <u>Action is Requested</u>
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Request Justification

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

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

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>September 11, 1990</u>	<u>F. L. Henderson</u>	<u>9/4/90</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 and Dakota County Regional Railroad Authority are initiating an Environmental Impact Statement for LRT for the South Corridor; and

WHEREAS, A community participation program for the South Corridor has been proposed; Now, Therefore, Be It

RESOLVED, That the community participation program for the South Corridor is adopted; and Be It Further

RESOLVED, That authorizations for nominations to the South Corridor LRT Task Force may be solicited by Ramsey County Regional Railroad Authority from groups in Ramsey County identified in the program.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

MEMORANDUM

TO: Kathy DeSpiegelaere, Director of Light Rail Transit

FROM: Jill Goski

SUBJECT: Public Participation for South Corridor

DATE: August 16, 1990

Background

At the July 10 Regional Railroad Authority meeting, an update on the South Corridor LRT Alignment Study was provided which indicated that the staff of the Dakota County Regional Railroad Authority (DCRRA) in cooperation with the Ramsey County Regional Railroad Authority (RCRRA) staff had issued a proposal (RFP) for the project. The update specified that a community participation program for the South Corridor alignment study would be presented to the RCRRA after the consultant selection. The purpose of this memorandum is to outline the community participation program for the South Corridor alignment study.

The South Corridor is located in the northeast portion of Dakota County and the area of Ramsey County south of the Mississippi River. The area encompasses major portions of the cities of St. Paul, South St. Paul, West St. Paul, Mendota Heights, Eagan, and Inver Grove Heights. The area north of TH 110 is nearly fully developed at urban densities. The area south of TH 110 is experiencing rapid growth of residential and commercial/industrial development. The corridor is expected to experience an increase of 77% growth in population from 81,000 in 1988 to 144,000 in 2010. Employment is also expected to increase dramatically from 45,000 in 1988 to 127,000 in 2010, and increase of over two times the existing jobs.

The purpose of the South Corridor study is to evaluate several alternative alignments for the corridor. The result of the study will include a selection of a preferred alignment and an identification of proposed station locations and termini. The study will also include an investigation of potential implementation methods including: right-of-way acquisition, development controls, measures to preserve existing neighborhoods, and methods to encourage public or private development within the corridor. South Corridor work is proposed to study potential alignments including, but not limited to, TH 3, Hwy 52 and I-494. 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:

Dakota County
Ramsey County
Cities of St. Paul, South St. Paul, West St. Paul,
Mendota Heights, Eagan, and Inver Grove Heights.
St. Paul District Councils 3, 4 and 17
Business groups
Minnesota Department of Transportation
Minnesota Department of Natural Resources
Metropolitan Council
Metropolitan Transit Commission
Regional Transit Board

2. A South Corridor Task Force to review information and make a recommendation on an alignment for the South Corridor. Proposed membership will be a representative and alternate from each affected district council in St. Paul (Districts 3, 4 and 17); two community representatives appointed by each municipality, other than St. Paul, along the corridor in Dakota County; two representatives who are transit users, and representatives from the business community.

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. The RCRRA Intergovernmental Committee will address issues and make recommendations to the RCRRA throughout the project. The Intergovernmental Committee is comprised of elected or appointed officials from municipalities in Ramsey County, adjacent counties, transportation agencies and other affected groups.

5. Work sessions may be held at intervals with RCRRA and/or DCRRA Commissioners and presentations may be required by consultants at RCRRA and/or DCRRA meetings.

6. RCRRA Newsletters will be mailed to approximately 1500 people at regular intervals during the course of the project. Dakota County may also publish a South Corridor newsletter.

7. Forums may be held at locations in the South 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.

Since the South Corridor project is a cooperative effort between the RCRRA and the DCRRA, responsibilities for the community participation project will be a shared responsibility. The RCRRA is responsible for requesting representatives to the South Corridor Task Force from the St. Paul District Councils and Ramsey County business groups along the corridor and approving their appointment. The DCRRA is responsible for appointing representatives to the South Corridor Task Force from the Dakota County cities and business groups along the corridor.

RECOMMENDATION: To approve the Community Participation Program for the South Corridor and to authorize the Chairman of the Ramsey County Regional Railroad Authority to send letters requesting nominations of representatives to the South Corridor Task Force from the identified Ramsey County groups (St. Paul District Councils and business groups).

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 9/3/90
Authorized Signature Date

Board Action Requested

Update on LRT Coordination Plan

ACTION MAY BE TAKEN

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Principles for Organization of LRT
 3. Report of the Mn/DOT LRT Task Force
 4. Report on Joint Powers Board Option for Regional Coordination of LRT
 5. RTB - Evaluation of the Regional Transit Board as the Lead Agency for LRT Implementation
 6. Metropolitan Transit Commission Report

<u>Budgeting and Accounting</u> <u>Ed Glauzy</u> <u>County Attorney</u> <u>W. M. M. M. M.</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>		<u>Date / Time</u> <u>Received By</u>
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Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

September 11, 1990

F. L. Henderson
Signature

9/4/90

Board Date

Date

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

Memorandum

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

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

Subject: Update on Regional Coordination Plan

Date: September 3, 1990

At the September 11 Regional Railroad Authority meeting, information will be provided to you on progress on the regional LRT Coordination Plan. Current discussion items include: (1) Ten-year budget for LRT; (2) Recommendation on organization to implement LRT; and (3) Recommendation on implementation method for LRT.

The proposed principles relating to organization have been revised as you requested at your last meeting. A copy of the revised version is attached.

A motion was passed at the August 29 Joint LRT Advisory Committee meeting that:

Staff to the Joint LRT Advisory Committee should examine the total costs of the transit system for the metropolitan area (capital and operating) to see if a one percent regional sales tax is adequate to meet those needs. The applicability of the 1/4% and 1/2% sales tax for capital costs for LRT should be reconsidered by the Committee in relation to the entire package of needs and the current property tax subsidy for transit.

Copies of material distributed at the September 5 Joint LRT Advisory Committee meeting relating to organization are attached.

Recommendation:

For discussion and possible action.

Ramsey County Regional Railroad Authority

PRINCIPLES FOR ORGANIZATION TO IMPLEMENT LRT

1. The active involvement of impacted County Commissioners is important to ensure accountability to constituents.
2. Community participation at both the regional and neighborhood levels is necessary in implementing LRT.
3. There should be regional coordination, but a single point of authority for LRT implementation to ensure that paralysis by indecision or disagreement does not occur.
4. Because Ramsey County Regional Railroad Authority Commissioners have become knowledgeable about LRT and because County Regional Railroad Authorities have been successful in furthering LRT plans, their continued involvement in LRT should be included in implementing plans.
5. No organization in Minnesota is equipped with the staff to implement LRT. A stable organization with a history of construction of public projects should be the implementing organization for LRT.
6. The organization that implements LRT should agree to the commitment of staff and policy-maker time to make progress on LRT. Plans prepared by Regional Railroad Authorities should not languish because of insufficient resources if another organization is selected to implement LRT. We ascribe to the San Diego philosophy of having LRT engineering plans prepared for LRT corridors so that they can be constructed as funds become available. LRT should be a high priority for the implementing organization and should not come in second in competition for resources with other transit or highway projects.
7. Good-faith promises made to the community by Regional Railroad Authorities that their concerns will be considered as LRT plans progress should be honored by the agency that is charged with implementing LRT.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

Regional Railroad Authority Originating Department <u>K. W. Spiegelbauer</u> <u>9/3/90</u> Authorized Signature Date	Board Action Requested Update on progress on acquisition of Burlington Northern right of way Discussion only
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Request Justification

See attached Memorandum from David MacMillan

Budgeting and Accounting <u>Ed Blawie</u> County Attorney <u>David MacMillan</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

September 11, 1990

Board Date

Signature

Signature

J. L. Glendinning

Signature

Date

Date

9/4/90

Date



OFFICE OF THE COUNTY ATTORNEY
RAMSEY COUNTY
SUITE 400
350 ST. PETER STREET
ST. PAUL, MINNESOTA 55102

TOM FOLEY
COUNTY ATTORNEY

TELEPHONE (612) 298-4421
FAX 298-5316

MEMORANDUM

TO: Ramsey County Regional Railroad Authority
FROM: David MacMillan *DM*
DATE: August 31, 1990
RE: Burlington Northern - N.E. Corridor - Acquisition

Since the summer of 1989 the Regional Railroad Authority has been negotiating with the Burlington Northern Railroad to acquire the abandoned railroad line which lies between downtown St. Paul and Beam Avenue in Maplewood on the east side of St. Paul. Since the Authority has not had an appraisal or survey of this line done, and therefore could not enter into meaningful negotiations on a purchase price, it was decided to attempt to enter into a lease with option to purchase agreement with the purchase price to be determined when the Authority received its appraisal.

The proposed agreement did not state an exact purchase price but did propose a formula for determining a definite purchase price once the Authority had completed its appraisal, survey and title work.

Negotiations with the Railroad have been extremely slow. The railroad has not been able or willing to provide information needed, such as the amount of rent they would charge under the lease portion of the lease/option to purchase, and the nature and location of any easements it has granted to other parties.

In June, 1990, Bruce Opp, the local property manager with whom we have been negotiating, and Anthony DeRungs, attorney for the railroad, indicated for the first time that they did not think that the railroad's board would agree to the purchase option without a firm stated purchase price. At this point, we requested that Mr. Opp send the lease/option proposal to Railroad Headquarters in Fort Worth, Texas. This was done in June and no formal answer has been received. Informally, I have been advised by Mr. DeRungs that the legal department in Fort Worth is recommending rejection of the agreement without a firm stated purchase price.

MEMORANDUM
August 31, 1990
Page Two

I was also advised by Mr. DeRungs that the railroad was undergoing a "reorganization" and as a result it might be difficult to obtain a definite response from them in an expeditious manner. Mr. DeRungs has advised me that Mr. Opp has requested that the Railroad give him authority to negotiate this without having to wait final approval from the railroad's Board. I have not received any word from the railroad regarding whether or not this approval has been received.

Thus, at this time, negotiations appear to be at a stand still.

In order to move the acquisition forward, we have recently undertaken the following actions:

1. Approximately eight (8) real estate appraisal firms have been informally approached to determine their interest in appraising the property, their fee, and the time they feel they would need. These have generally indicated a fee of ten to fifteen thousand dollars and a time of four to eight weeks.
2. I have talked to a representative of Minnesota Title Insurance Company regarding title questions and have been advised of the following prices:

a) Preparation of Ownership and Encumbrance Reports:	\$10,000
b) Preparation of Abstracts:	\$15,000
c) Title Insurance:	
a) Abstract Prep	\$10,000
b) Title Examination	<u>\$15,000</u>
TOTAL	\$25,000
- d) Insurance Premium - % of total purchase price.

It is my intent within the next few weeks to seek authorization from the Board to proceed to retain an appraisal firm, have the title work done, and have a survey completed.

It may also be necessary to seek authority to begin eminent domain proceedings if negotiations with the railroad cannot be moved forward.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Regional Railroad Authority

Originating Department

Kathryn DeSpiegelaere 8/28/90
Authorized Signature Date

Board Action Requested

Select St. Peter and Sixth Streets as Preferred Tunnel Alignment in Downtown St. Paul to Compare to Surface Alignment of Cedar and Fourth Streets.

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution
2) Memorandum from K. DeSpiegelaere
3) Memorandum from BRW

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
September 11, 1990

Signature

Date
9/4/90

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has directed BRW, Inc. to prepare a comparison of tunnel to surface alignments for LRT for the Capitol area and for Downtown St. Paul; and

WHEREAS, Information has been developed by BRW, Inc. and a recommendation made that the tunnel alignment in Downtown St. Paul to be considered further should be St. Peter and Sixth Streets and this recommendation has been endorsed by the Downtown LRT Task Force; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves St. Peter and Sixth Streets as the preferred LRT tunnel alignment for Downtown St. Paul for the purposes of comparison to the preferred LRT surface alignment of Cedar and Fourth Streets.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

1

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

MEMORANDUM

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

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

SUBJECT: Selection of Preferred Tunnel Alignment
in Downtown St. Paul to Compare to Surface Alignment

DATE: August 27, 1990

Ramsey County Regional Railroad Authority has directed BRW to prepare a comparison of tunnel to surface LRT alignments for the Capitol area and for downtown St. Paul.

The preferred LRT surface alignment in downtown St. Paul, as recommended by Ramsey County Regional Railroad Authority, is Cedar Street and Fourth Street.

The Downtown LRT Task Force recommended at its meeting on August 23 that the Cedar/Fourth surface alignment be compared to a tunnel alignment of St. Peter/Sixth Streets in downtown St. Paul.

Information leading to this recommendation has been prepared by BRW and is attached.

Recommendation:

Select St. Peter/Sixth Streets as the preferred LRT tunnel alignment for comparison to Cedar/Fourth Streets, the preferred surface alignment for LRT in downtown St. Paul.

KD/blk
Attachment



BRW, INC.

THRESHER SQUARE

700 THIRD STREET SOUTH

MINNEAPOLIS, MINNESOTA 55415

PHONE 612-370-0700 FAX 612-370-1378

PLANNING
TRANSPORTATION
ENGINEERING
URBAN DESIGN

Date: August 20, 1990

MEMORANDUM

To: Kathryn DeSpiegelaere

From: Richard Wolsfeld
Mark NilesRe: Recommendation of Preferred LRT Tunnel Alignment
for Downtown Saint Paul

Studies of LRT service issues and engineering feasibility for the Downtown Saint Paul tunnel alignments have been completed. These analyses included assessments of:

- o Service to Development
- o Conformance to Adopted Plans
- o Tunnel Portal Locations
- o Major Utilities
- o Building Impacts
- o Station Spacing

Results of the assessments of Service to Development and Conformance to Adopted Plans were presented at the August 9, 1990, meeting of the Downtown Task Force. The results of the other studies will be presented to the Downtown Task Force at the August 23, 1990, meeting. Based on these studies, a preferred tunnel alignment has been recommended.

PREFERRED TUNNEL ALIGNMENT

Tunnel Alternative G that generally follows Sixth Street and Saint Peter Street is recommended as the preferred LRT tunnel alignment for Downtown Saint Paul. This alignment is shown in Figure 1.

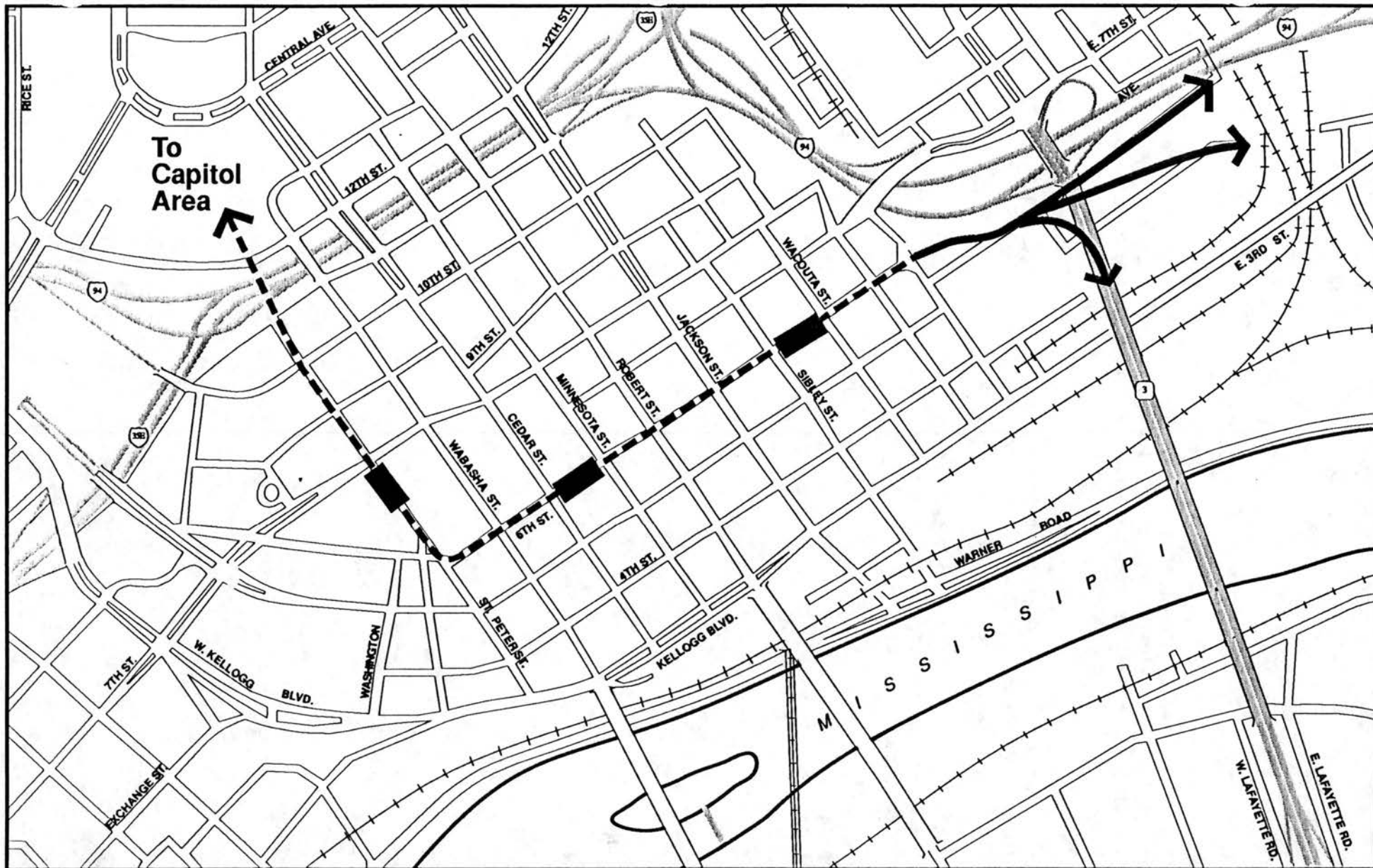
Based on results from the preliminary analyses, alignments along Fourth Street, Fifth Street, Wabasha Street were eliminated from consideration. Tunnel Alternative G was selected from the remaining alternatives based on the following considerations.

1. The three-block station spacing for the recommended alignment is preferable to the two-block station spacing of Alternative A located along Cedar and Sixth Streets.

Kathryn DeSpiegelaere
August 20, 1990
Page 2

2. The proximity of the station on Saint Peter Street to the Civic Center area and the ability to provide access to the Town Square/Town Center area with a station on Sixth Street between Cedar and Minnesota Streets makes the recommended alignment preferable to Alternative A along Cedar and Sixth Streets.
3. Building impacts associated with the recommended alignment are expected to be minimal. Impacts to the Town Square Parking Garage for Alternative A along Cedar and Sixth Street would be significant.
4. The recommended alignment provides service to the Civic Center area with a shorter and less costly tunnel alignment than Alternative K, which follows Sixth Street to Main Street.
5. Alternative J, located along Sixth Street and under Saint Josephs Hospital and the Tenth Street ramp to Interstate 94, was eliminated from consideration since it would not provide acceptable service to the Capitol Area.

RW/ks




 Ramsey County Regional Railroad Authority

MIDWAY CORRIDOR
 Downtown

Figure 1



NORTH
 0' 300' 600'

Legend



Tunnel Alignment
 Station Location
 At-Grade Alignment

**Preferred Downtown
 LRT Tunnel Alignment**

SUMMARY REPORT

**ECONOMIC/LAND USE IMPACTS
OF LRT IN THE MIDWAY CORRIDOR**

DRAFT

PREPARED FOR:

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY**

PREPARED BY:

BASILE BAUMANN PROST & ASSOCIATES, INC.

SEPTEMBER, 1990



I. INTRODUCTION STUDY PURPOSE

This summary report has been prepared by Basile Baumann Prost & Associates, Inc. (BBP Associates), for the Ramsey County Regional Railroad Authority (RCRRA) and the Hennepin County Regional Railroad Authority (HCRRA). The purpose of the analysis is to provide information concerning the economic/land use impacts of light rail transit (LRT) alignment alternatives in the Midway Corridor linking downtown St. Paul with the University of Minnesota.

The economic and land use impact evaluation considers both short-term construction period impacts and long-term economic effects (in the target year 2010) generated by LRT. The analysis focuses on downtown St. Paul; the Capitol area (that area overseen by the Capitol Area Architectural and Planning Board); and the remainder of the Midway Corridor, from Rice Street in the vicinity of the Capitol to Oak Street in the vicinity of the University of Minnesota.

The analysis examines four alternatives: a no-build alternative; a Burlington Northern/Pierce Butler Route alignment; a University Avenue alignment; and a Soo Line/I-94 alignment.

The no-build alternative assumes no LRT, but enhanced bus improvements as planned by the Metropolitan Transit Commission (MTC). This alternative includes the planned widening and reconstruction of I-94 and the year 2010 regional all-bus system option.

II. KEY FINDINGS

The findings of the economic/land use impact evaluation of LRT in the Midway Corridor are as follows.

- o Construction of the LRT can be expected to have short-term negative impacts. These impacts are generally not deemed severe.
- o LRT is expected to have a small, positive long-term impact upon existing uses and new development opportunities.
- o The long-term economic effects of LRT on any one of the three Midway Corridor alignment alternatives can be expected to generate no measurable negative economic impacts on the remaining two alignments.
- o The various LRT build alignment alternatives have differential positive and negative impacts. These impacts vary by: construction period versus operational period; existing uses versus new development; geographic area; and land uses. Because there are trade-offs between construction and operational period impacts, the consultant cannot identify a clearly preferred alignment on the basis of economic impacts.

III. SUPPLEMENTARY FINDINGS/OBSERVATIONS

Other supplementary findings and observations are summarized below. They are not necessarily listed in order of importance but rather by time period and geographic area. The observations generally evaluate the relative impact among options. The degree of impact reflects the consultant's findings.

- o Construction of the LRT in downtown St. Paul can be expected to have limited economic development impacts.
- o Construction in the Capital area can be expected to have limited economic development impacts. Long-term economic effects of LRT in the Capital area can be expected to be positive, creating additional development sites at station areas and providing enhanced linkages to the downtown.
- o All LRT build alternatives can be expected to generate relatively small negative construction period impacts. It can be expected that the University Avenue alignment experiences the greatest negative construction period impacts and the I-94 alignment experiences the least construction impacts. No alternative LRT alignment construction can be expected to generate permanently negative impacts and the long-term impacts of LRT on development are expected to be generally positive in all alignments.
- o Construction of LRT on the University Avenue alignment has the greatest potential for causing disruption during the construction period. The level of impact can be expected to be a function of mitigation measures employed. Comparison goods stores and establishments with off-street parking and good access to I-94 can be expected to receive the least impact. Convenience goods establishments with limited off-street parking can be expected to be most negatively impacted.
- o Downtown St. Paul can generally be expected to be positively impacted by LRT over the no-build alternative, although the difference is small.
- o The greatest economic benefit in downtown St. Paul from LRT construction can be expected to be experienced by

existing downtown retail activities. While the difference among alternatives is small, the University Avenue alternative is the most beneficial in terms of retail impact.

- o Downtown St. Paul office activities can be expected to experience a positive benefit, but relatively less benefit, from LRT than retail. Because of the relative speed of the connection to downtown Minneapolis, either the Burlington Northern or I-94 alignment can be expected to have a more positive but small benefit on downtown St. Paul office activities than the University Avenue alignment.
- o Under the no-build alternative, the Midway Corridor is expected to continue to grow and improve economically with more office-related use in the western portion, more regional retail in the central portion and commercial/residential improvements (albeit at a slower pace) in the eastern portion. The no-build alternative, however, can be expected to result in a lower level and reduced pace of economic development than any of the LRT build alternatives.
- o The Burlington Northern/Pierce Butler alignment is expected to have a small positive economic development benefit for existing residential uses, having the least positive impact on existing residential uses of the three build options.
- o The Burlington Northern alignment can be expected to have a positive long-term effect on commercial revitalization activity primarily as it relates to selected station areas. The level of development opportunities created can be expected to be small.
- o The greatest long-term economic development benefits on existing uses can be expected to be generated by the University Avenue alignment. Although the long-term economic effects on existing uses can be expected to be most positive, they are not expected to significantly change the character and scale of existing uses along University Avenue.
- o Long-term effects of LRT on University Avenue can be expected to accelerate and enhance trends to encourage additional industrial/flex and office uses within the corridor.

- o The I-94 alignment alternative provides for good service to residential areas along University Avenue and to the south. Although a smaller number of residential units are located within the station area "walksheds" as compared to the University Avenue alignment, the proximity of I-94 alignment to more bus routes and the potential for high-quality feeder bus service can be expected to generate a positive long-term effect on existing residential uses similar to the University Avenue alignment.
- o The permanent long-term effect of the I-94 alignment on future development opportunities within the Midway Corridor can be expected to be small.

IV. BASIS OF FINDINGS

The basis for the findings, conclusions and observations include: field surveys of the Corridor; extensive local area interviews; case study experience both in the Twin Cities and nationally; an evaluation of economic and demographic trends and projections; an evaluation of preliminary ridership projections; and the experience and professional judgement of the consultant based upon their evaluation of the economic/land use impacts of other transit systems.

There are a significant number of variables and assumptions which can influence the probable economic and land use impact of the LRT. Many of these variables are beyond the control of the public sector or are difficult to estimate. The consultant believes there is sufficient information, case study data and empirical evidence to reasonably estimate the probable impacts of LRT. The findings and observations represent reasonable projections of the probable direction and character of economic development impacts generated by LRT in the Midway Corridor. The following paragraphs briefly summarize the factors used as a basis for the findings.

A. FIELD SURVEYS

The consultant undertook field surveys of the LRT alignments, identified station areas and general corridor impact zones. These field surveys served to: define existing conditions; confirm recent trends; and identify uses and activities that are most susceptible to change as a result of LRT.

Uses directly along the alignment were identified as were primary impact areas and land uses in station area impact zones. Based upon experience of similar transit systems, a quarter-mile radius around transit stations was defined as the primary impact zone. Within these areas, potential vacant and underutilized property was quantified and the number and characteristics of residential and non-residential use and development activity compiled.

The existing activity, land use, the number and characteristics of retail activity, residential units, conditions, development trends and land availability served to define potential construction impacts and station area development opportunities.

B. INTERVIEWS

In order to acquire background information, determine probable developer and investment response, and evaluate attitudes toward development, the consultant interviewed public and private sector representatives.

These interviews were not an attempt to conduct a random survey of attitudes and opinions, but rather an effort to conduct interviews with knowledgeable real estate and development representatives to gather base data, obtain information concerning probable development impacts, and ascertain probable developer/investment responses. A total of approximately 50 people were interviewed in a series of semi-structured interviews.

The consultant has used this interview methodological tool in most of our development impact evaluations and finds it most useful for: confirming data base information; ascertaining key local developmental issues; confirming public sector policies; determining general private sector investment attitudes; and testing consultant hypotheses. Interviews confirmed City and Metropolitan Council projections of development for the corridor. Existing conditions and planned and proposed projects were ascertained. Key development issues and site selection decision criteria were identified.

The interviews revealed a generally supportive, but not overly aggressive public policy in support of transit-related development; general consensus of the growing importance of the residential component on the retail sector in downtown St. Paul; general lack of strong economic linkages and ties between downtown St. Paul and downtown Minneapolis; general trend of downtown St. Paul away from office headquarters space to a greater emphasis on government, cultural and entertainment activities and service and support office space; general positive growth outlook for the Midway Corridor; and the relatively small economic development impacts expected to be generated by the initial LRT line.

C. CASE STUDIES

An examination of the land use and economic impacts of transit systems in other communities was made in order to: determine the most probable cycle and range of impacts; and identify the key factors which influence the degree of impact transit has on area land use and economic activity. Case study data of transit in other communities was supplemented by a brief examination of the experience in the Twin Cities on construction impacts of projects generally analogous to the LRT.

A brief examination was made of prior construction impacts experienced in Minnesota focusing on the recent high bridge replacement and the current Route 12 project. An initial brief analysis was also made of the construction impacts generated by Nicollet Mall. The local construction experience was supplemented with available empirical case study data from other transit systems.

The case study analysis of construction impacts indicated a great variance in construction period impacts depending upon a variety of factors relating primarily to the degree of mitigation (maintaining access, limiting the construction timeframe, creating a positive psychological/market image, and undertaking an active marketing and promotion effort).

The most severe construction period impacts observed occurred in the District of Columbia where a prolonged "cut and cover" construction in a marginally successful commercial area combined with poor "maintenance of the way" and a negative psychological environment. In this area, approximately one-half of the businesses failed during the three-and-one-half-year construction period. In similar marginal retail areas within the District, a business failure rate of 25 percent is often experienced.

Based upon both local and national experience, during the peak period of construction (which can be confined to a relatively short 6- to 12-month period with careful construction staging), most convenience-type or impulse buying retail operations experience sales losses generally in the range of 20 to 30 percent. Comparison goods stores, or those with more purposeful trips, receive considerably less impact, dependent upon the proportion of purposeful versus impulse shopping and marketing and promotion efforts undertaken. Construction period impacts are generally temporary and, other things being equal, create no permanent adverse economic impacts.

The case study evaluation of long-term economic effects of transit systems reveals no single universal trend or conclusion. The land use and economic impacts of transit depend upon a variety of factors such as metropolitan form, urban densities, public policies, existing development trends, economic environment, etc.

The consultant examined empirical and case study information from a variety of transit systems including: Buffalo, Portland,

San Diego, Calgary, Pittsburgh, Toronto, Sacramento and Los Angeles. The following paragraphs briefly summarize some of the key observations gleaned from the case studies.

Public policies have an important influence on the ability to both mitigate any negative economic impacts and optimize positive effects of LRT. Construction period mitigation measures have greatly influenced the degree of construction period impact. Similarly, public policies aimed at either controlling or enhancing development have played an important role in encouraging or discouraging transit-related development. Empirical evidence is that transit tends to reinforce market opportunities and can have positive impacts where there is public sector support, a generally positive market and sufficient developable land.

LRT has served as a successful redevelopment tool encouraging site-specific development opportunities. The degree of impact is dependent upon factors such as the economic environment. In periods of general recession, LRT had limited ability to influence real estate markets. In periods of relatively prosperous real estate market activity LRT had a significant influence on concentrating development within transit corridors.

An additional influence of transit has been a modest enhancement of residential values as the result of the improved accessibility and positive image created by LRT. LRT also tends to concentrate development adjacent to and surrounding transit stations. Office-related uses and support retail appear to be most heavily influenced by LRT. LRT is not a panacea for revitalization, has not managed to "turn around" weak development corridors and is one of many real estate location decision factors.

D. DATA ANALYSIS

An examination of existing conditions and anticipated trends in population, household and employment also served as a basis of the impact evaluation. The number and types of retail, office and other non-residential activity existing and anticipated within the various alignment options and identified station impact areas served to determine the degree of impact generated by the alignment alternatives.

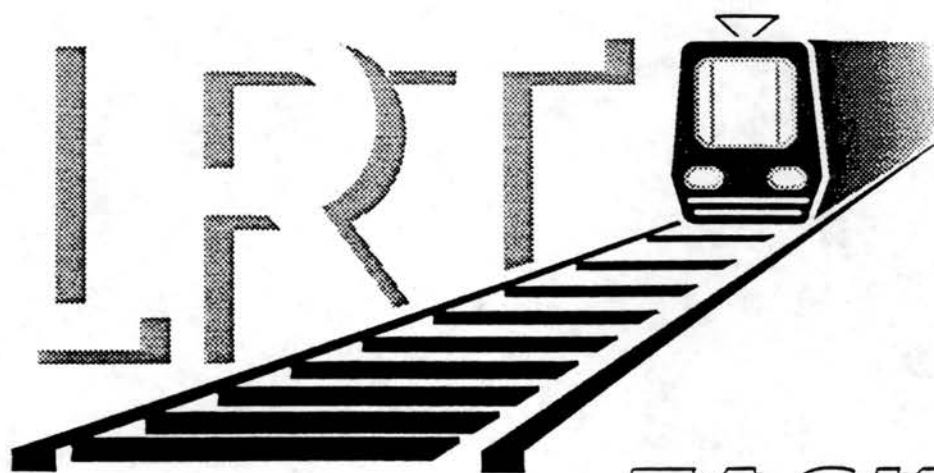
For example, the number of residential units within the transit station impact zones on the University Avenue alignment is almost 6,000 compared to 2,200 in the Burlington Northern

alignment and 2,000 in the I-94 alignment. There are approximately 2.6 million square feet of retail activity within the Midway Corridor distributed unevenly through the corridor and differentially served by the alignment alternatives. The amount of office development in the Midway Corridor (1.7 million square feet) and recent trends in characteristics and location of office uses serve to define the level of impact that could be created by the various alternatives.

Preliminary ridership data also is considered in determining the level of impacts that may be created by the alternative alignments. Other factors such as the number and potential locations of park-and-ride facilities, degree of traffic congestion, availability or non-availability of on-street parking, travel time and the like serve to assist the evaluation of probable economic development and land use impacts of LRT in the Midway Corridor.

92321JPA

REPORT OF THE Mn/DOT



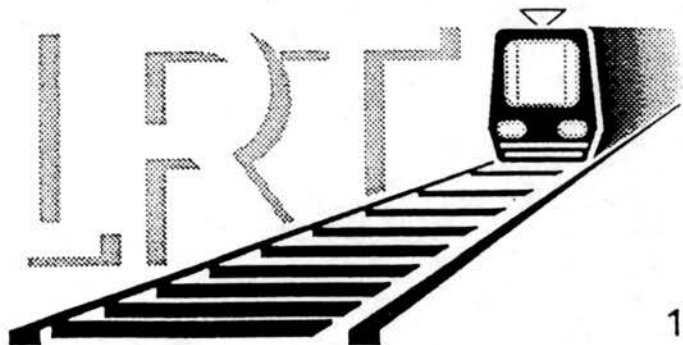
TASK FORCE

DRAFT
9-5-90



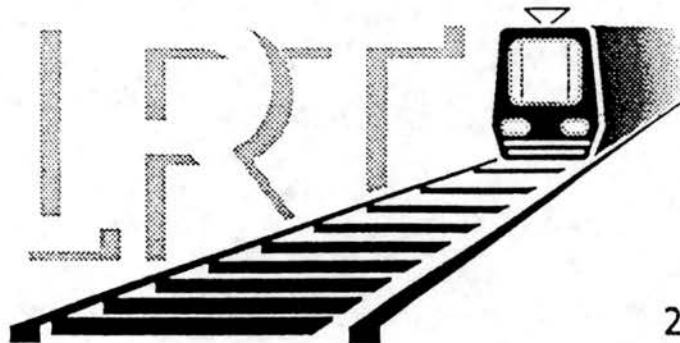
ASSIGNMENT:

**Assuming Mn/DOT
was given authority
to implement LRT,
how would we do it?**



FINDINGS AND RECOMMENDATIONS

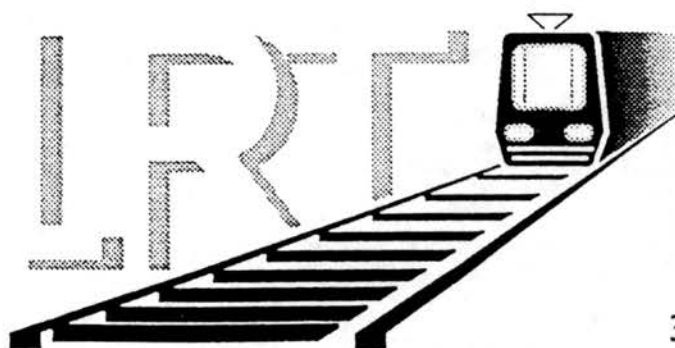
- 1. Mn/DOT could implement LRT given the proper resources.**
- 2. Mn/DOT is willing to implement LRT.**
- 3. A strong role for all stakeholders is necessary to be successful.**



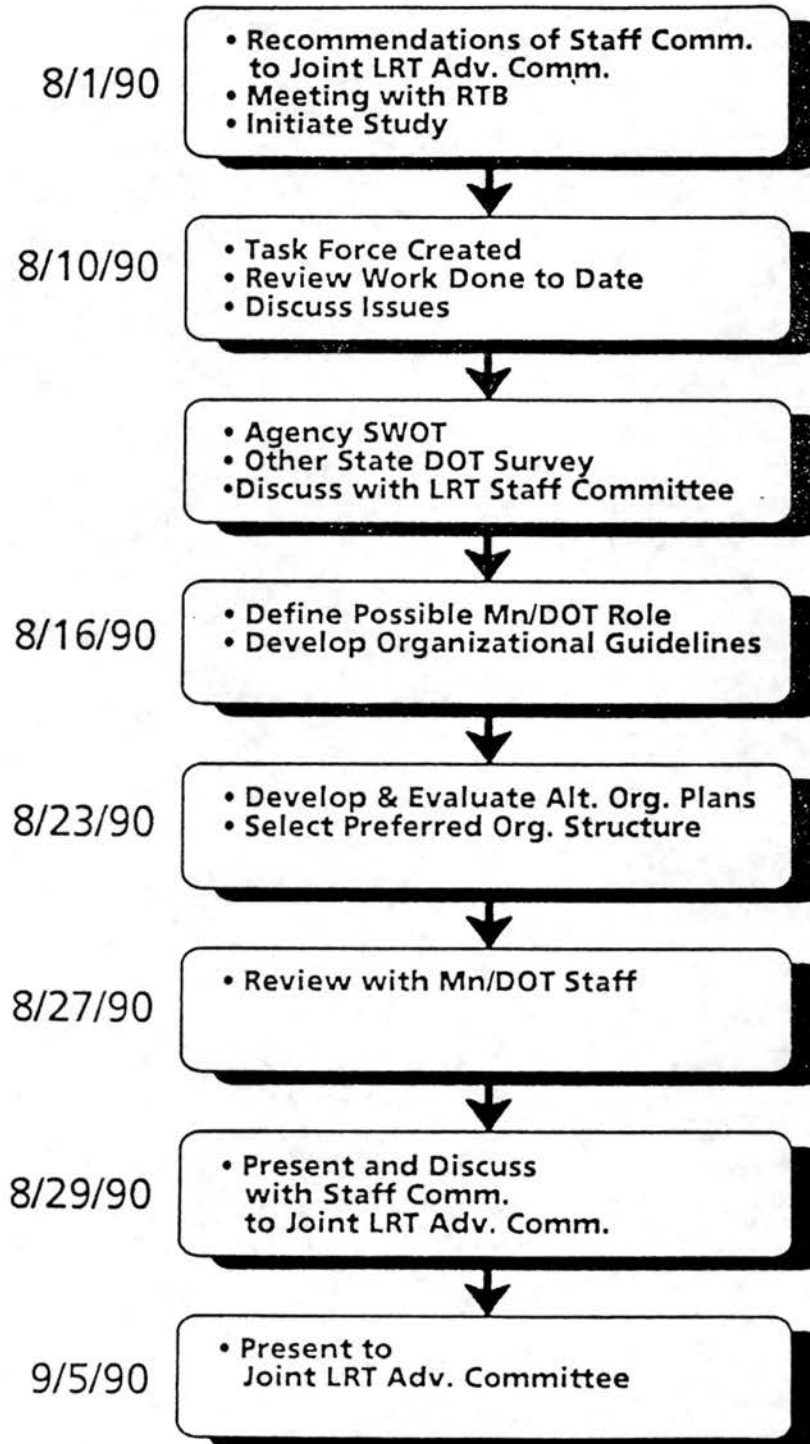
LRT TASK FORCE

Membership

<u>NAME</u>	<u>REPRESENTING</u>
Ed Edman	Operations Division
Dick Elasky	Operations Division - Metro District
Don Flemming	Technical Services Division
Randy Halvorson	Program Management Division
Roger Hill	Technical Services Division
Pat Hughes	Operations Division - Metro District
Merritt Linzie	Program Management Division
Jim Povich	Operations Division - Metro District
Dick Swanson	Finance & Administration Division
Fred Tanzer	Program Management Division
Karen Ehrisman	Facilitator
Perry Plank	Research/Program Management Division



TASK FORCE PROCESS



SUMMARY OF SWOT ANALYSIS WITH STAFF OF:

Metropolitan Council

Regional Transit Board

Metropolitan Transit Commission

Anoka County Regional Rail Authority

Carver County Regional Rail Authority

Dakota County Regional Rail Authority

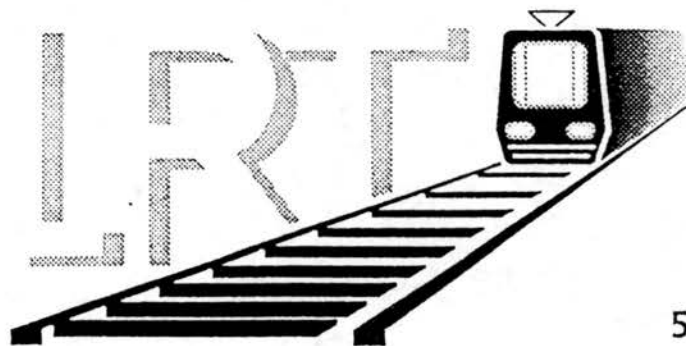
Hennepin County Regional Rail Authority

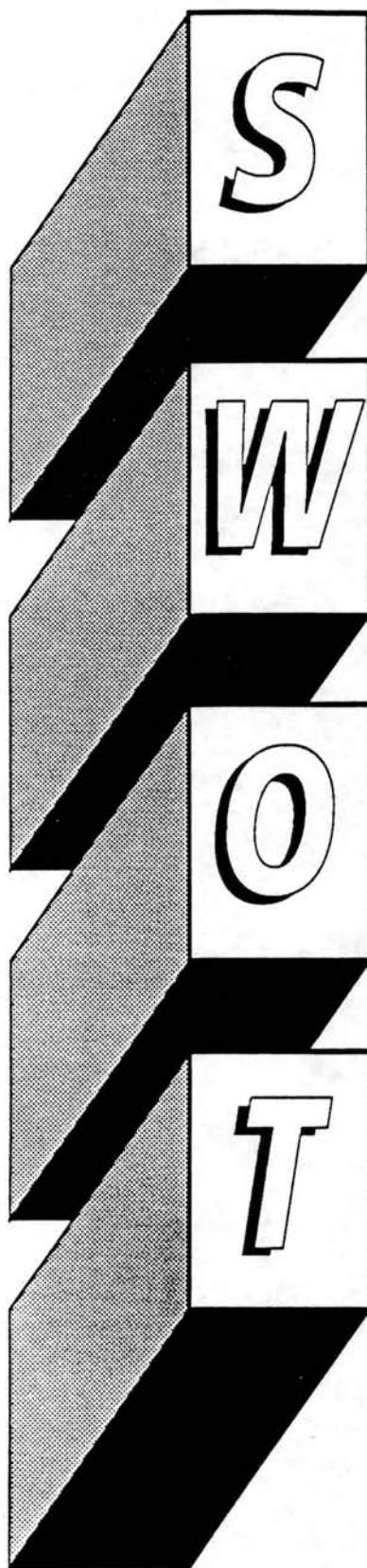
Ramsey County Regional Rail Authority

Scott County Regional Rail Authority

Washington County Regional Rail Authority

Twin Cities consultants





S

BUILD ON STRENGTHS

W

OVERCOME WEAKNESSES

O

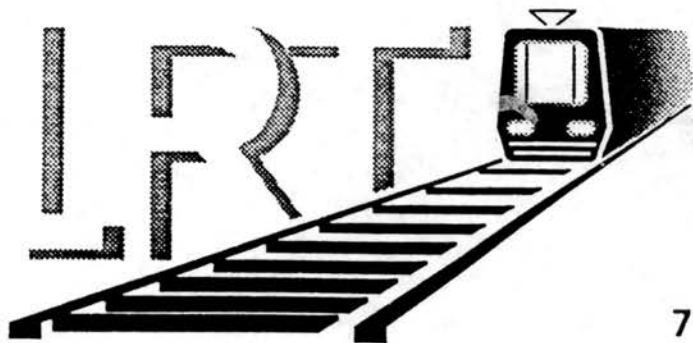
SEIZE OPPORTUNITIES

T

LESSEN THREATS

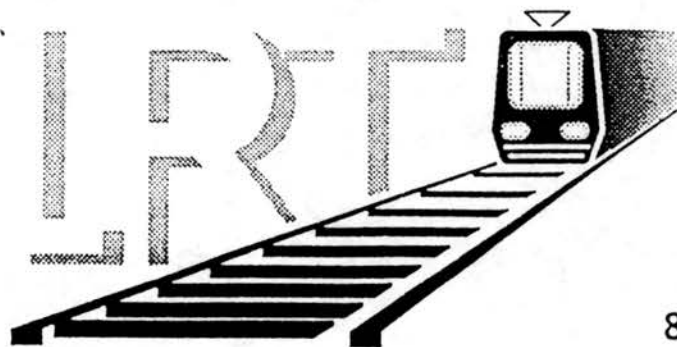
PERCEIVED STRENGTHS

1. Mn/DOT has project management experience and skills.
(Pre-Design, Design, R/W acquisition, contract management)
2. Mn/DOT has financing experience and direct accountability to Legislature.
3. Mn/DOT has strong presence in Legislature and has had support for its programs.
4. Mn/DOT has full capability to go from project inception through construction for large public works projects.
5. Mn/DOT has experience on large, complex projects.
6. Mn/DOT has good relationships with other Regional Agencies.
7. Mn/DOT has facilities (ie: buildings) and systems (ie: Computer Aided Design) in place.
8. Mn/DOT has competent oversight of consultants.
9. Mn/DOT is responsive to regional policies.
10. Mn/DOT is familiar with Federal processes.



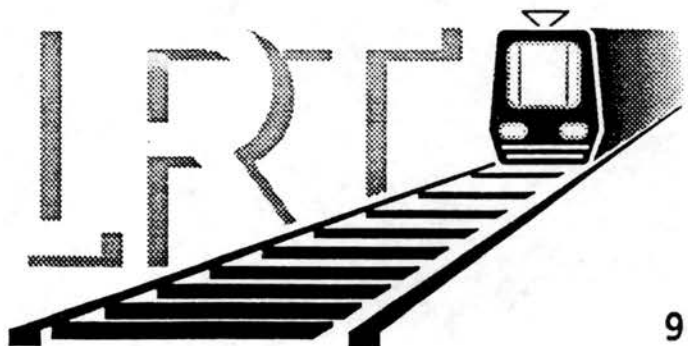
PERCEIVED WEAKNESSES

1. Mn/DOT does not currently have the LRT technical expertise.
2. Mn/DOT cannot represent local interests as well as counties.
3. Mn/DOT too accommodating of local interest groups.
4. Mn/DOT is not the LRT champion. What is LRT priority in Mn/DOT?
5. Mn/DOT has no experience with revenue producing systems (fare collections).
6. What is Public trust in "highway" agency building transit system?
7. Consultant process in Mn/DOT takes too long.
8. LRT is a "regional" system and Mn/DOT is a State agency.
9. Mn/DOT is a large bureaucracy with no sense of urgency.
10. Mn/DOT not aggressive enough in making project decisions.
11. Mn/DOT needs better public involvement process.
12. Mn/DOT does not currently have the resources to implement LRT.



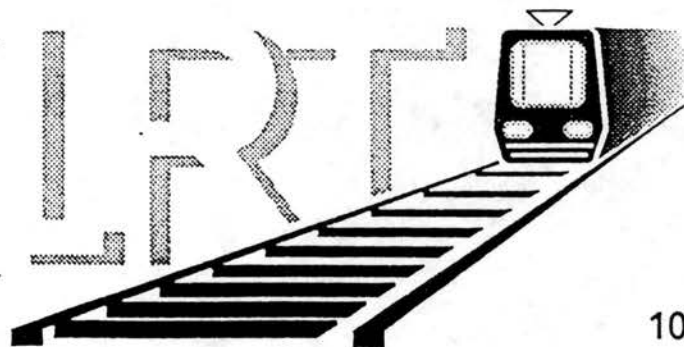
PERCEIVED OPPORTUNITIES

1. Goal is to get LRT implemented ASAP and Mn/DOT is already established and well organized.
2. Integration of modes (highway & transit) on the regional system, wider horizon for alternatives in project development, better transit climate within Mn/DOT, Mn/DOT becomes multi-modal.
3. Most likely selection of Central corridor is on Mn/DOT's facility (ie: either 1-94 or University Avenue). Some other corridors are on Mn/DOT facilities.



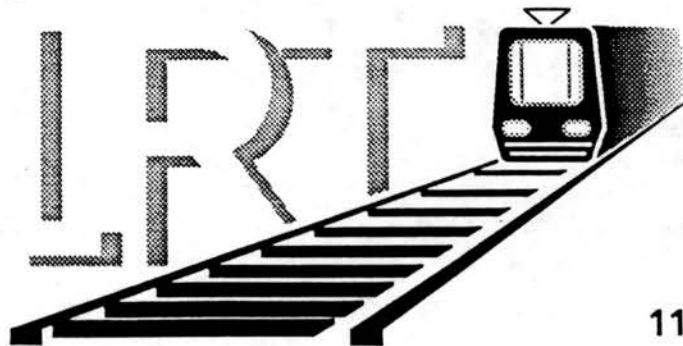
PERCEIVED THREATS

1. Could lose momentum if change responsibilities.
Would Mn/DOT be as aggressive as other agencies in implementing LRT?
2. Diversion of highway resources if Mn/DOT responsible for LRT.
3. Mn/DOT bias towards highway.
4. Could lessen the role or eliminate other LRT actors.



EXTERNAL RELATIONSHIPS - INTERNAL STRUCTURE GUIDELINES

- 1) LRT must have high visibility and commitment at Department level.
 - a) Internal for priority setting and effectiveness.
 - b) External as liaison with other agencies/public.
- 2) Need LRT focus in every Division of Mn/DOT.
- 3) LRT responsibilities should be integrated into existing Department structure but will require new resources.
- 4) Use corridor manager concept for implementation of individual lines.
- 5) Organization must support and foster communication and cooperation with all stakeholders in Metro area (enhance coordinated decision making).
- 6) Utilize work done to date and LRT planning/implementation organization structures already in place (eg: advisory committees, technical councils, etc.).



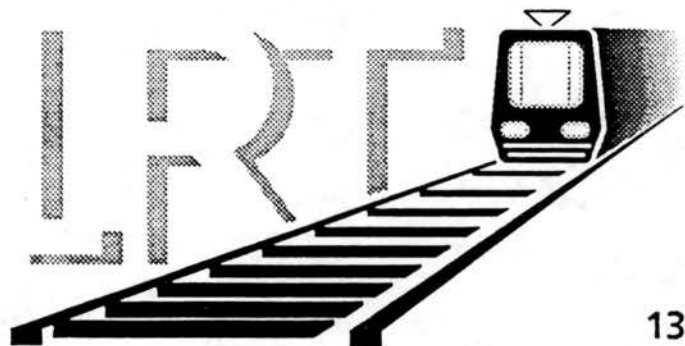
RESPONSIBILITY MATRIX

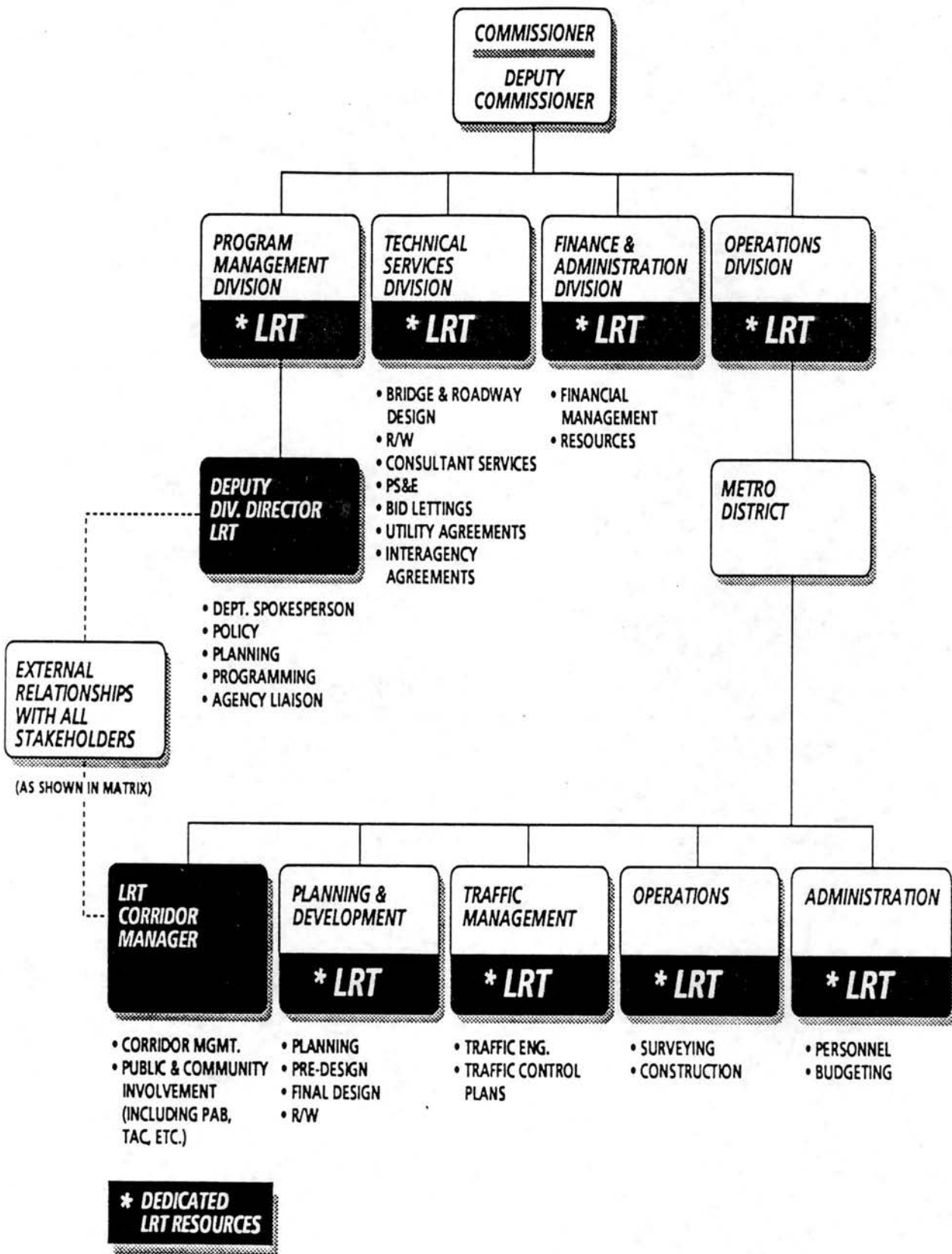
with Mn/DOT as Lead Design/Construction Agency

	= LEAD ROLE
	= APPROVAL AUTHORITY
	= PARTICIPANT

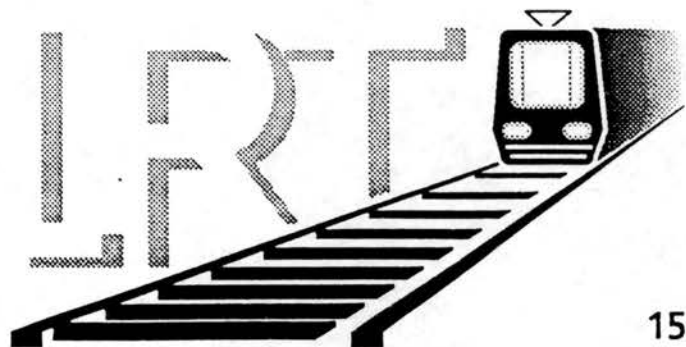
ACTIVITY	AGENCY							COMMENTS
	Mn/DOT	RTB	MET COUNCIL	CRRA'S	MTC	LOCAL JURISDICTIONS	ADVISORY GROUPS	
REGIONAL SYSTEM PLANNING								Develop System Plan & Updates
CORRIDOR PLANNING								EIS Process (10%)
PROJECT PLANNING/PRE-ENG.								Layouts, Design Study Reports (30%)
FINAL DESIGN								(100%)
R/W ACQUISITION								
CONST. MANAGEMENT								
SYSTEM TESTING								Safety, Pre-Revenue Testing
OPERATING/STAFF								Training & Gearing Up for Operation
MAINTENANCE								Vehicles, Lines, Park & Ride Lots, Sidewalks, etc.
FINANCIAL MANAGEMENT								Design & Construction
FUNDING ACQUISITION								Federal, State, Local Funds
MARKETING								Obtaining Support for the System
SYSTEM EVALUATION								

**PREFERRED
Mn/DOT
ORGANIZATION
STRUCTURE TO
IMPLEMENT LRT**





**HOW WILL
Mn/DOT
ADDRESS
PERCEIVED
WEAKNESSES ?**



PERCEIVED WEAKNESSES - RESPONSES

1. Mn/DOT does not currently have the LRT technical expertise.

Response: Mn/DOT will retain people/consultants with the needed expertise.

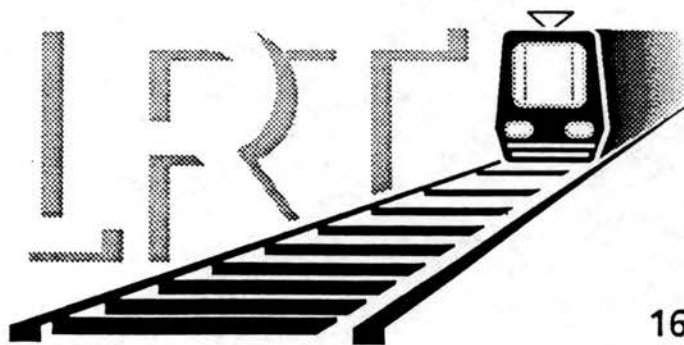
2. Mn/DOT cannot represent local interests as well as counties.

Response: Mn/DOT will utilize existing public involvement structure established by the CRRA's and supplement as needed.

3. Mn/DOT too accommodating of local interest groups. Response: Mn/DOT attempts to address local concerns within public interest. See #2 and Responsibility Matrix.

4. Mn/DOT is not the LRT champion. What is LRT priority in Mn/DOT? Response: Mn/DOT will have dedicated LRT resources; therefore, will be a #1 priority.

5. Mn/DOT has no experience with revenue producing systems (fare collections). Response: Mn/DOT assumes that MTC will handle this.



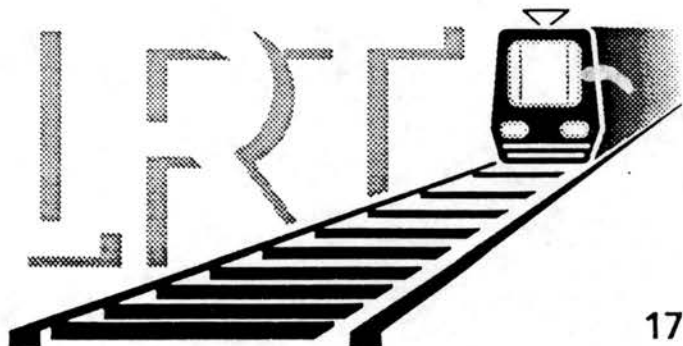
PERCEIVED WEAKNESSES - RESPONSES

6. What is Public trust in “highway” agency building transit system? Response: Mn/DOT has developed a broad trust level in all modes including highways, rail, transit, bikeways, and aeronautics. Mn/DOT will gain additional public trust in LRT by successfully completing it’s role.

7. Consultant process in Mn/DOT takes too long. Response: This issue needs more analysis. Mn/DOT process open to public/legislative scrutiny. Need to shorten the process and still ensure quality and fairness.

8. LRT is a “regional” system and Mn/DOT is a State agency. Response: Most of the LRT implementation responsibilities will be located in the Metro District of Mn/DOT.

9. Mn/DOT is a large bureaucracy with no sense of urgency. Response: Mn/DOT has been successful in implementing large public works projects and LRT will be given a #1 priority.

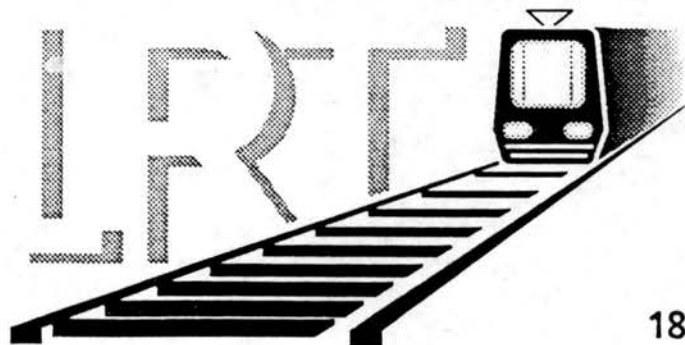


PERCEIVED WEAKNESSES - RESPONSES

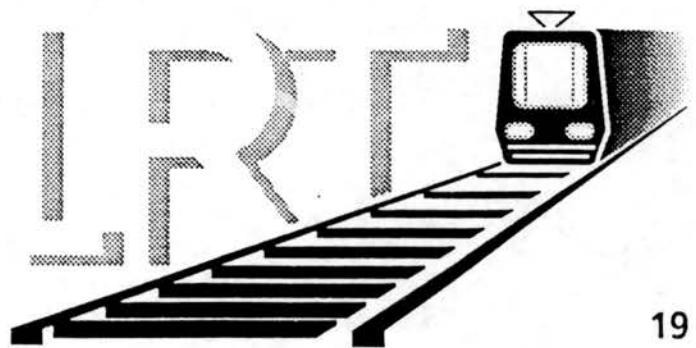
10. Mn/DOT not aggressive enough in making project decisions.
Response: Mn/DOT follows an open, disciplined process. See #2 and Responsibility Matrix.

11. Mn/DOT needs better public involvement process. Response:
See #2 and Responsibility Matrix.

12. Mn/DOT does not currently have the resources to implement LRT. Response: Mn/DOT will request additional resources from the legislature to successfully carry out the role we are given.



- **HOW WILL
Mn/DOT
ADDRESS
PERCEIVED
THREATS ?**
-



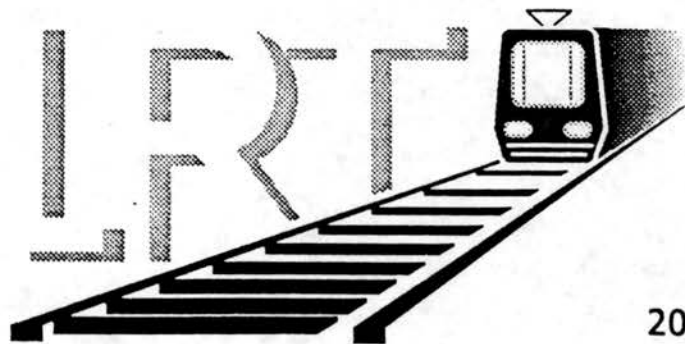
PERCEIVED THREATS - RESPONSES

1. Could lose momentum if change responsibilities. Would Mn/DOT be as aggressive as other agencies in implementing LRT? Response: Mn/DOT firmly believes that transit is an essential transportation element. LRT will be a #1 priority with dedicated resources.

2. Diversion of highway resources if Mn/DOT responsible for LRT. Response: Mn/DOT will request additional resources from the Legislature to successfully carry out the role we are given in LRT.

3. Mn/DOT bias towards highway. Response: LRT will be a #1 priority with dedicated resources.

4. Could lessen the role or eliminate other LRT actors. Response: Mn/DOT recognizes the work done to date and is proposing that all LRT actors have a significant leadership and/or approval role.

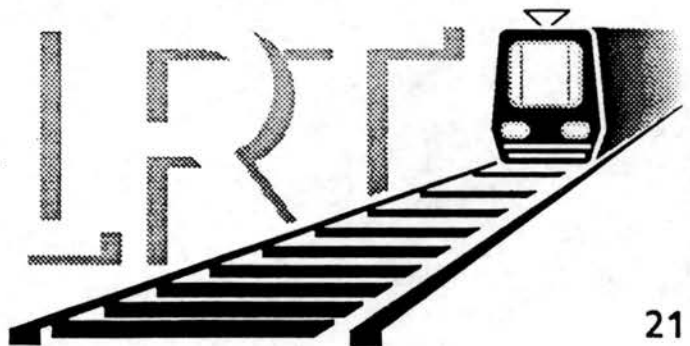




Mn/DOT Strategic Plan

"Making The System Work"

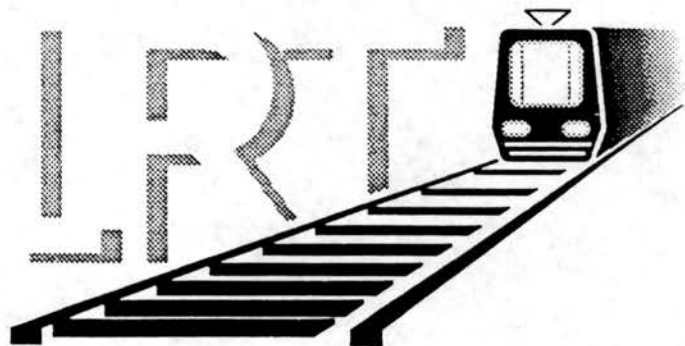
January, 1989



❑ “Leader in managing the State’s multi-modal transportation System.”

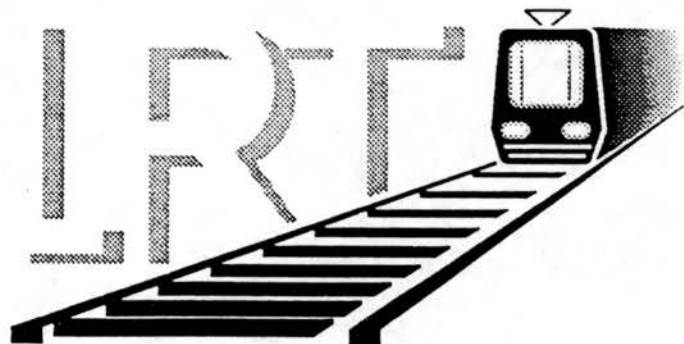
❑ “Need to provide opportunities for enhanced rideshare and transit.”

❑ “Need to restructure the Department as it addresses emerging emphasis areas.”

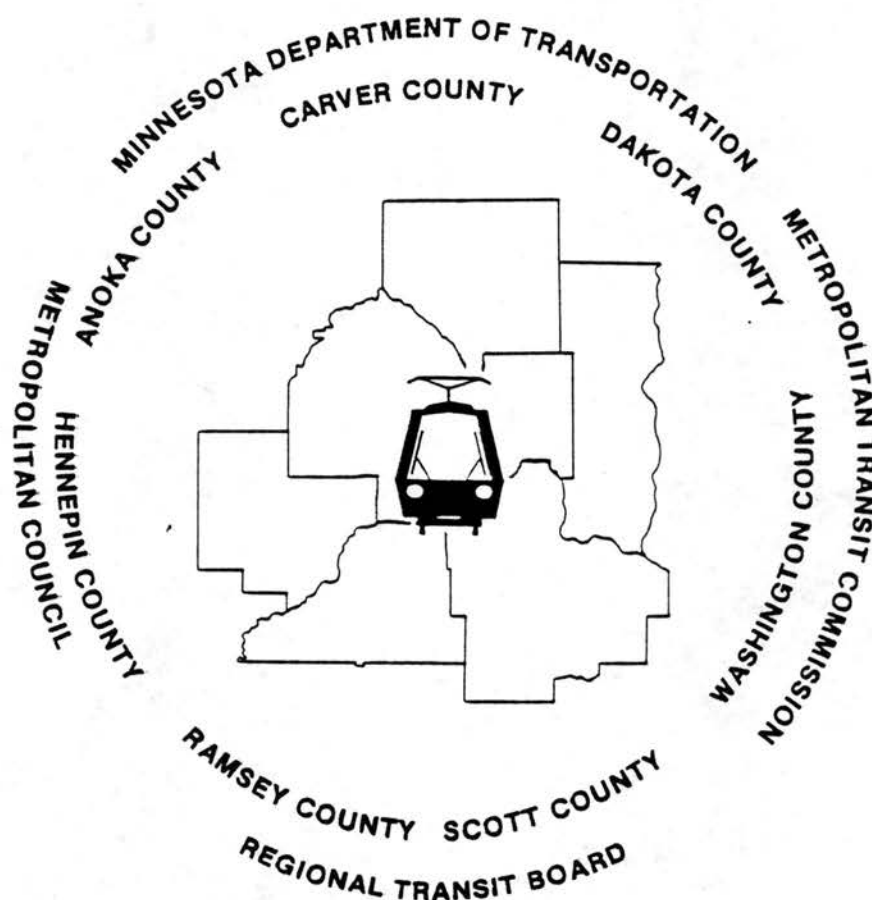


CONCLUSIONS

- ☐ All stakeholders must participate in LRT implementation.
- ☐ All regional agencies either have a leadership or approval role in LRT implementation.
- ☐ Mn/DOT is willing and can successfully complete its role in LRT implementation.



REPORT ON JOINT POWERS BOARD OPTION FOR REGIONAL COORDINATION OF LRT



Presented to Joint Light Rail Transit Advisory Committee
on September 5, 1990

WHO SHOULD IMPLEMENT LIGHT RAIL TRANSIT ?

- o The Regional Railroad Authorities through Joint Powers Board
- o Metropolitan Transit Commission
- o Minnesota Department of Transportation
- o Regional Transit Board,
- o Combinations of Governmental Units and Agencies

The Joint LRT Advisory Committee has requested information on the advantages and disadvantages of alternative organizational options for implementing LRT as presented in a report by O'Brien-Kreitzberg & Associates.

The staff of County Regional Railroad Authorities have prepared an outline of how a JOINT POWERS BOARD option could implement LRT, the strengths of that option and the weaknesses that would need to be addressed.

WHAT IS A JOINT POWERS BOARD ?

A joint powers board is formed when two or more units of government agree to combine their individual powers and resources to achieve a regional objective which the individual units could not achieve alone. The individual units delegate their statutory powers and resources to a joint powers board by entering into a joint powers agreement. The Board then exercises those powers on behalf of and instead of the individual governmental units.

KEY QUESTIONS: JOINT POWERS BOARD OPTION

1. How would it work?
2. Who should participate?
3. What would voting privileges be?
4. What if disagreements arise?
5. What powers would the Board have?
6. Is a Joint Powers Board weak?
7. Can one organization dominate a Joint Powers Board?
8. What would be needed to implement a Joint Powers Board?
9. How can continuity on projects be assured?
10. Would it have regional scope?
11. How would it be staffed?
12. How can a central decision making authority be assured?

HOW WOULD IT WORK ?

The information that follows is designed to answer that question.

WHO SHOULD PARTICIPATE ?

A Joint Powers Board could be structured to allow participation of all agencies in the region that have an interest in LRT. At the same time, it could permit one or two Counties where an LRT corridor is located to make the decisions that affect that corridor, with advice from other agencies on relevant issues.

The County Regional Railroad Authorities, MnDOT, MTC, RTB, Metropolitan Council and cities could be participants in the various aspects of LRT planning, design and construction through a Joint Powers Board and its committees.

REPRESENTATION

- Regional Railroad Authorities
- Other Agencies (MnDOT, MTC, RTB, Metropolitan Council)

WHAT WOULD VOTING PRIVILEGES BE ?

The voting privileges of each member of the Joint Powers Board should be decided by the member organizations. Voting should be based upon status of corridors.

WHAT IF DISAGREEMENTS ARISE ?

A mechanism for resolving disagreements will be part of the Joint Powers Agreement.

WHAT POWERS WOULD THE BOARD HAVE ?

The Powers delegated the Joint Powers Board would include all powers necessary to implement LRT, including:

- o MS 398A
Regional Railroad Authority Powers
- o Authority to enter into contracts on behalf of members of Regional Railroad Authorities

IS A JOINT POWERS BOARD WEAK ?

No. The agreement will make it strong. Examples of Joint Powers Boards successfully implementing complex projects are:

- o Resource Recovery Facilities
- o Dams
- o Bridges
- o Roads

CAN ONE ORGANIZATION DOMINATE A JOINT POWERS BOARD ?

The voting structure will provide equitable representation to ensure that a single organization does not dominate the Joint Powers Board. All members must agree to the voting structure.

WHAT WOULD BE NEEDED TO IMPLEMENT A JOINT POWERS BOARD ?

The members of the Board must enter into an agreement establishing the Board and delineating its purposes and powers. No change in current legislation is necessary. The Regional Railroad Authorities can agree to form a Joint Powers Board with other agencies immediately.

HOW CAN CONTINUITY ON PROJECTS BE ASSURED ?

Continuity on projects will be assured in two ways:

1. No transition of responsibilities is needed. Regional Railroad Authorities are currently advancing LRT engineering plans. That history and momentum will be retained.
2. All County Regional Railroad Authorities will participate. The experience gained from initial LRT construction will be used for construction of other corridors.

WOULD IT HAVE REGIONAL SCOPE ?

Yes. All seven County Regional Railroad Authorities and appropriate agencies could be directly represented and involved with implementation of LRT.

HOW WOULD A JOINT POWERS BOARD BE STAFFED ?

- o Railroad Authorities currently have staff dedicated to LRT activities and have existing authority and funding ability to add complementary staff as necessary. No legislation is required.
- o Authority currently exists to contract for services from RTB, MnDOT, MTC, and consultant firms.
- o Counties may provide support services by pooling resources of member organizations from existing functional areas such as accounting, budgeting, surveying, engineering, and right of way activities.
- o The Board may hire its own staff.

HOW CAN A CENTRAL DECISION MAKING AUTHORITY BE ASSURED ?

The individual members delegate their statutory powers and resources to a Joint Powers Board which exercises those powers on behalf of and instead of the individual governmental units. Decisions need not be referred to the individual Regional Railroad Authority Boards for approval.

WHAT ARE THE STRENGTHS AND WEAKNESSES OF THE JOINT POWERS BOARD OPTION ?

Strengths of Joint Powers Board option for implementing LRT are:

- 1. Allows regional coordination by participation of all interested agencies/organizations with varying responsibilities.**
- 2. Retains responsibilities with governmental units that have had success in advancing LRT in the region.**
- 3. Minimizes delay in implementation. No transition is required since Regional Railroad Authorities have the knowledge and history of each corridor. No new legislation is required. Public participation processes are in place!**
- 4. Maximizes use of the best of what each participating organization has to offer. MnDOT and Counties have significant experience with planning, design and construction of major public works projects. Right of way acquisition, established support functions are in place. The RTB and MTC's significant transit experience and the MTC's experience with operation of transit systems will be used.**
- 5. Provides for accountability to constituents. Elected County Commissioners as policy-makers would be responsive to local concerns.**

Weaknesses of Joint Powers Board option include:

1. **Joint Powers Boards may be weak organizations if not structured properly.**

How to address: The structure of the Joint Powers Board and the underlying agreement must be strong. There are examples in the metropolitan area of strong Joint Powers Boards that have succeeded.

2. **Joint Powers Board may be a fairly complex decision-making structure with potential for delays because of approvals/disagreements.**

How to address:

- o **Must be a strong dispute resolution mechanism.**
- o **There must be sufficient delegation of authority to the Board to make decisions without approval of member organizations.**

3. **There is a potential for duplication of staff.**

How to Address: Although each Regional Railroad Authority may have a small number of staff working on corridors through the planning and to the 30% design level, this assures that a high level of attention will be paid to local issues. There need not be duplication of staff as LRT corridors are implemented beyond the 30% design level.

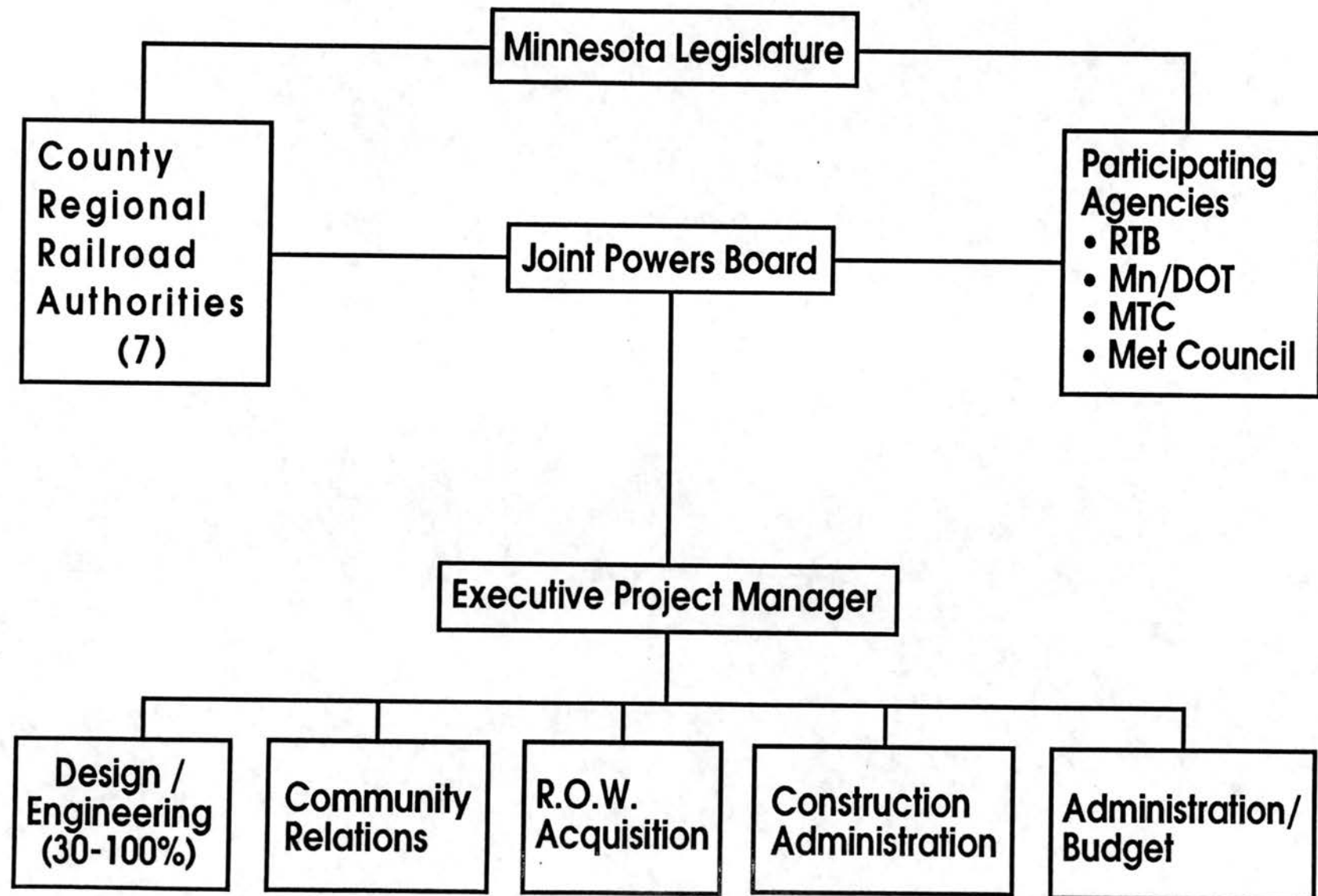
4. **Members may withdraw.**

How to address: The agreement must clearly address the rights of parties to withdraw and the effects of termination of the agreement to minimize impacts on the regional system.

CONCLUSION

Joint Powers Board can successfully implement a Regional Light Rail Transit System.

Proposed Organization Structure



Responsibility Matrix

LRT Implementation Activities	Participants							
	Joint Powers Board (JPB)	Mn/DOT	RTB	Metro Council	CRRA's	MTC	Local Jurisdictions	Advisory Groups
Regional Development Planning								
Preliminary Design (10%)/E.I.S.								
System Standards/Design Criteria								
Preliminary Engineering (30%)								
Funding								
Final Design (100%)								
R.O.W. Acquisition								
Construction/Financial Administration *								
System Testing *								
Operating/Maintenance								
Marketing/Advertising								
Regional LRT Information								

Legend

Lead



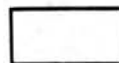
Approve



Advise



No Involvement

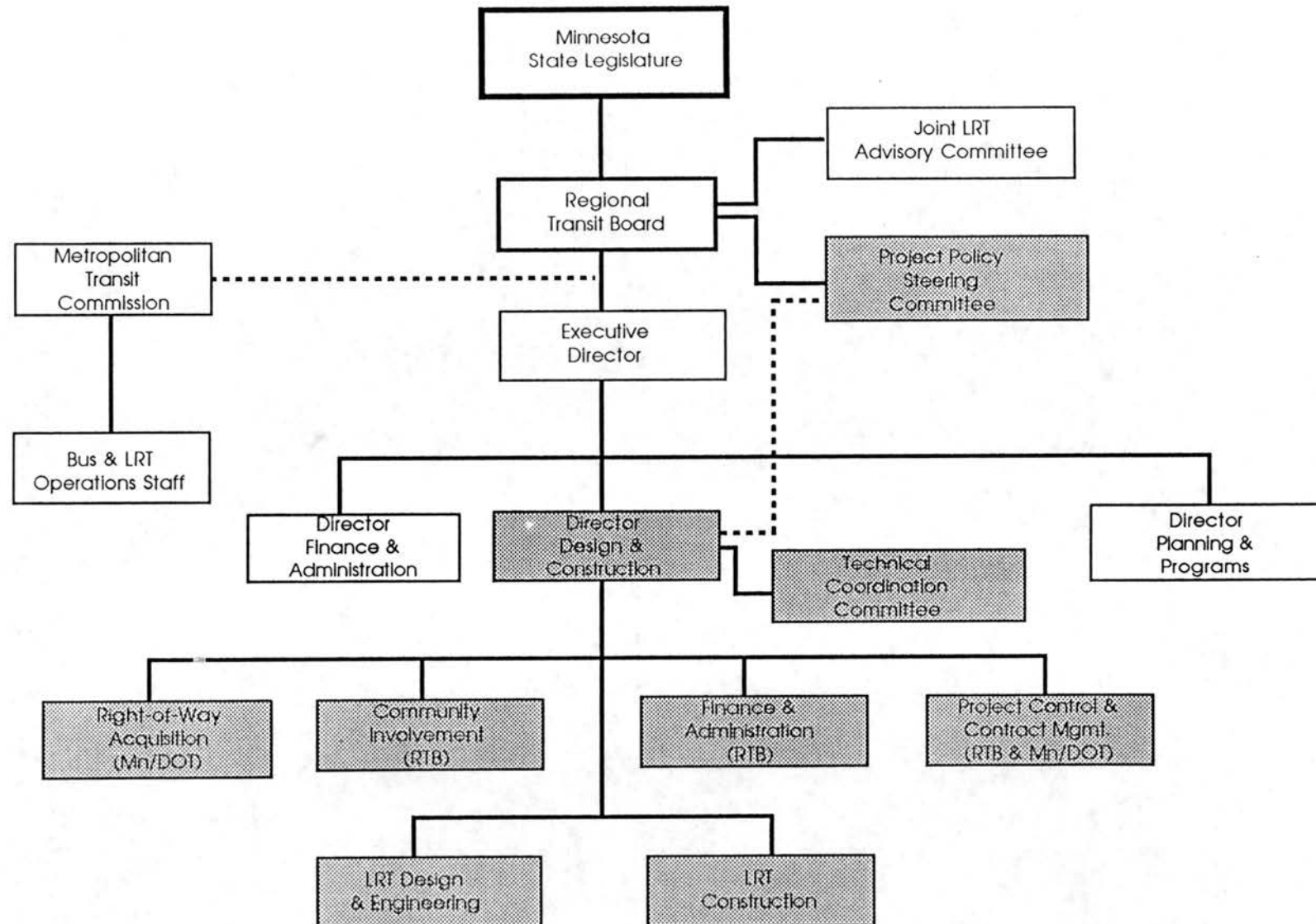


* Either JPB or Mn/DOT

Prepared by staffs of Anoka, Dakota, Hennepin and Ramsey
Counties' Regional Railroad Authorities, with
assistance of Richardson, Richter Associates

PREFERRED
REGIONAL TRANSIT BOARD
ORGANIZATION
STRUCTURE TO
IMPLEMENT LRT





Organization for LRT Implementation
New Department within Regional Transit Board

RESPONSIBILITY MATRIX
WITH THE
REGIONAL TRANSIT BOARD
AS THE
LEAD AGENCY FOR
LRT IMPLEMENTATION



RESPONSIBILITY MATRIX

with RTB in partnership with Mn/DOT
as Lead Design/Construction Agency

	= Lead Role
	= Approval Authority
	= Participant

ACTIVITY	AGENCY							COMMENTS
	Mn/DOT	RTB	MET	COUNCIL	CRRA's	MTC	LOCAL JURISDICTIONS	
Regional System Planning								Develop System Plan & Updates
Preliminary Plans/EIS								EIS Process
Preliminary Engineering								Shared Role-RTB & Mn/DOT
Final Design								Shared Role-RTB & Mn/DOT
R/W Acquisition								Mn/DOT
Construction Management								Shared Role-RTB & Mn/DOT
System Testing								Safety, Pre-Revenue Testing
Operating/Staff								Training & Gearing Up for Operations
Maintenance								Vehicles, Lines, Park & Ride Lots, Sidewalks, etc.
Financial Management								Design & Construction
Funding Acquisition								Federal, State, Local Funds
Marketing								Obtaining Support for the System
System Evaluation								Measures of Success

"Transition Point"

Note: On Shared Roles, Mn/DOT would manage the design and construction of all LRT civil works (guideway, stations, park-n-ride facilities, etc.) and RTB would manage the design, procurement and installation of all LRT systems (vehicles, track, electrification, LRT train signals, fare collection, etc.).

PERCEIVED STRENGTHS

1. The RTB Board has a regional perspective with local representation from all parts of the region. Officials from counties (and therefore county RRA's), cities and townships are appointed from districts making up the entire seven-county metropolitan area.
2. The RTB's mission, as established by the state legislature, is the policy, planning and provision of an efficient and cost-effective regional public transit system for the Twin Cities metropolitan area.

The RTB is the single agency in the region charged with the responsibility for overall regional transit policy, planning, funding and implementation.

Light rail transit will clearly be an important component of the region's future transit system. For maximum effectiveness, light rail transit should be fully integrated and coordinated with the existing regional transit system, including buses, Metro Mobility and ride sharing - all of which are now part of the RTB's responsibility.

3. The RTB has a staff composed principally of transit professionals. The organization embodies a "transit first" philosophy and culture. The staff is part of a national transit community and as such, is familiar with the transit, and more specifically, light rail transit professional, consultants and experiences of other cities and states. The RTB has on its staff people who have successfully managed the planning, design, procurement of equipment and construction of a new light rail transit system.
4. The RTB board and staff are experienced in dealing with the federal mass transportation funding agency-UMTA. The RTB is knowledgeable in federal mass transit policies and procedures. The RTB has staff people who have successfully managed UMTA Alternatives Analysis efforts for light rail transit projects that have resulted in full-funding agreements for hundreds of millions of dollars.
5. The RTB already has been given significant responsibilities by the state legislature for implementing a regional light rail transit system. The RTB is responsible for developing, adopting and updating a Regional Light Rail Transit Plan with two major components: 1) a Development (Staging Priorities) and Funding Plan; and 2) a Coordination Plan regarding LRT Implementation. The RTB is also required to approve any Final Plans and Cost Estimates for LRT implementation put forward by others. The RTB is required to coordinate the LRT planning and design activities of the county RRA's to ensure system design compatibility and effectiveness. The RTB, along with the MTC, is required to plan appropriate revisions to the fixed-route bus system, set fare policies, calculate LRT operating and maintenance (O&M) costs, estimate fare revenues and find a means to finance the net LRT O&M costs.

PERCEIVED STRENGTHS continued

The RTB is also leading the efforts to find and gain legislative approval of a regional funding source for LRT construction.

6. The RTB has financing experience and direct accountability to the legislature. The RTB manages the accrual and dispersal of over \$100 million in revenues to over 40 separate providers of transit services. The RTB has an experienced professional staff capable of managing large sums of money in an accurate and responsible manner.

PERCEIVED WEAKNESSES

1. The RTB does not currently have the legislative authority to implement light rail transit.
2. The RTB is a small planning and funding organization with no prior public works experience or capability.
3. The RTB does not currently have a light rail transit design or construction capability.
4. The RTB cannot represent local interests as well as counties/county RRA's.
5. The RTB may not be able to devote the time needed to properly oversee LRT design and construction activities.
6. The RTB should remain solely a planning and policy-making body with "big picture" responsibilities only, and should not get involved with detailed implementation activities.
7. The RTB does not currently have any taxing authority to fund and develop a light rail system.
8. The RTB has not been directly involved in developing LRT corridor plans and EIS's.

PERCEIVED WEAKNESSES- RESPONSES

1. The RTB does not currently have the legislative authority to implement light rail transit.

Response: The legislature could grant the RTB appropriate authority to implement LRT as part of an LRT funding bill. Over the years, different agencies have been empowered by the legislature to plan and implement a fixed-guideway transit system in the Twin Cities.

2. The RTB is a small planning and funding organization with no prior public works experience or capability.

Response: The experiences of qualified people can be more important than that of an agency. The RTB, like San Diego's MTDB, Portland's Tri-Met, and other transit agencies, could readily acquire a small core group of 10-15 people who have experience designing and constructing light rail transit systems. In addition, a partnership could be formed with Mn/DOT, whereby Mn/DOT would provide civil engineering, surveying, right-of-way acquisition, program management and construction management personnel and expertise. Being a small, compact organization can have its advantages in that it can minimize delays.

3. The RTB does not currently have a light rail transit design or construction capability.

Response: The RTB does have staff people who have held project management positions on recent light rail transit design and construction projects. See response to #2 and proposal to form a partnership with Mn/DOT.

4. The RTB cannot represent local interests as well as counties/county RRA's.

Response: The RTB has a good track record in working in a cooperative fashion with the community and with transit users and environmental groups.

A Project Steering Committee could be created whose members would be appointed by the affected county RRA's, cities, MTC, Mn/DOT and RTB. This Project Steering Committee would provide policy direction and oversight to the LRT project throughout the design and construction phases. The LRT Project Manager would report on a regular basis to this steering committee. This Steering Committee would have the responsibility for guiding the design in a manner acceptable to all involved parties and for resolving conflicts and disputes when they arise.

PERCEIVED WEAKNESSES-RESPONSES *continued*

In addition, the existing Public Information and Outreach staff could be supplemented with additional personnel trained in community outreach and involvement.

5. The RTB Board may not be able to devote the time needed to properly oversee LRT design and construction activities.

Response: The RTB works in a committee-type fashion whereby sub-groups of the Board go discuss issues indepth, ask questions, direct staff, etc. and then make recommendations to the full Board, flagging any major issues for discussion. An LRT project Steering Committee would act much like the Board's existing committees, and would refer to the full Board only those matters involving changes to the approved project budget, schedule, and scope; legal and contractual issues; and major policy issues that the Steering Committee is unable to resolve. See response to #4. .

6. The RTB should remain solely a planning and policy-making body with "big picture" responsibilities only, and should not get involved with detailed implementation activities.

Response: There may be substantial benefits associated with integrating the planning, constuction and operations monitoring funcitons associated with LRT in terms of minimizing staff, coordinating activities, etc.

7. The RTB does not currently have any taxing authority to fund and develop a light rail system.

Response: The RTB does currently have bonding authority, supported by a regional property tax. However, the legislature must first approve any issuance of bonds.

The RTB is leading the region's efforts to obtain LRT implementation fundingat the federal state, and regional levels. The RTB believes it will be successful in securing \$2 million in federal UMTA funds for light rail this year, which will in turn lead to eligibility for much larger amounts of federal

PERCEIVED WEAKNESSES-RESPONSES continued

money for design and construction. The RTB is drafting a proposed regional sales tax bill for LRT implementation and other metropolitan transportation needs which will be introduced in the 1991 session of the legislature. The RTB is working closely with the Transportation Study Board on LRT and other regional transit funding needs.

8. The RTB has not been directly involved in developing LRT corridor plans and EIS's.

Response: The RTB recognizes the contribution of the staff of the county RRA's and their consultants to the development of LRT in several corridors in the Twin Cities. The RTB would hope to utilize some of this same knowledge and experience.

The RTB has been involved in LRT corridor planning and EIS preparation as a cooperating agency with responsibility for feeder bus planning and policies (shared with MTC), responsibility for review, comment and recommendations on these plans and EIS's, and responsibility for developing, adopting and updating a Regional LRT Plan with two major components: 1) a Development (Staging Priorities) and Funding Plan; and 2) a Coordination Plan for LRT Implementation.

RTB staff have been involved in previous LRT corridor planning and EIS studies, including the 1984-85 UMTA AA/EIS study of the University Avenue and Southwest corridors (with the Metropolitan Council), and more recently the 1988 study of LRT in the Midway Corridor (with RCRRRA).

RTB staff have been involved in successful UMTA AA/EIS's leading to receipt of extensive federal funds for LRT, and they have been involved in project management positions in the design and construction of recent LRT systems.

In summary, the RTB feels its staff is capable and experienced in LRT planning, environmental, engineering and construction matters.

PERCEIVED OPPORTUNITIES

1. The goal is to get LRT implemented ASAP and the RTB is a transit-oriented organization with a "can-do" attitude, some experienced LRT design and construction staff and a streamlined process for getting things done.
2. The RTB could maximize LRT's cost-effectiveness and chances for success because it has planning, policy and oversight responsibilities over the existing regional transit system. The RTB could provide more of a regional perspective over which corridors warrant a light rail line, and over which physical facilities and costs are essential.
3. The RTB could improve its image and identity as an organization that promotes and provides cost-effective mass transit improvements.

PERCEIVED THREATS

1. As the lead agency for LRT implementation, the RTB could be changed from a "visionary", broad-based transit planning and policy-oriented agency to one more involved and consumed with a single transit mode-LRT.
2. As the lead agency for LRT implementation, RTB's reputation and image could be tarnished/damaged if LRT implementation does not go smoothly.
3. As the lead agency for LRT implementation, the RTB could become liable for any LRT cost over-runs.



EVALUATION OF THE
REGIONAL TRANSIT BOARD
AS THE LEAD AGENCY FOR
LRT IMPLEMENTATION

(DRAFT)

Prepared by the Regional Transit Board Staff

September 1990

FINDINGS AND RECOMMENDATIONS

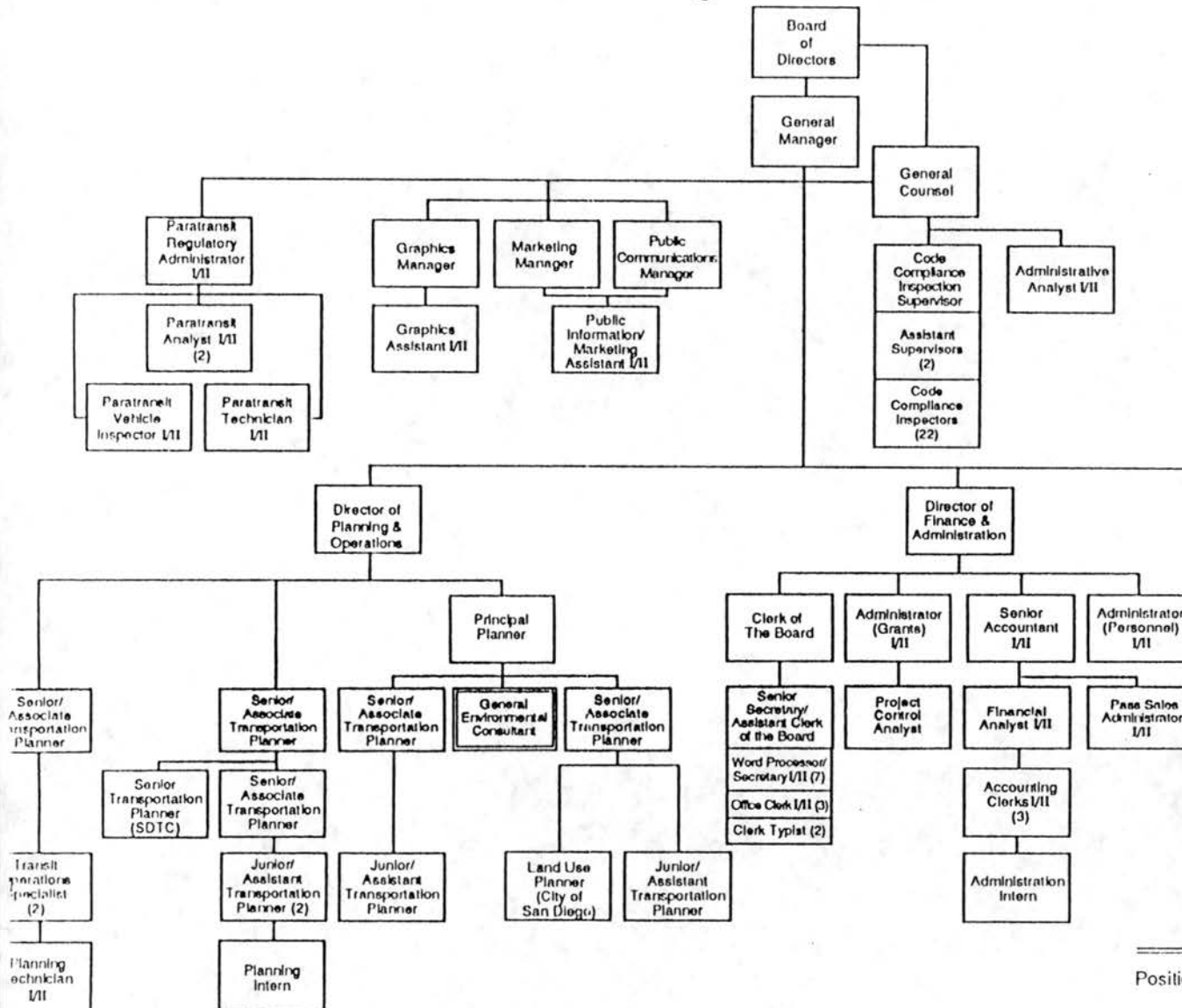
1. If the RTB was given the responsibility to implement LRT, it could choose to do so much like the San Diego Metropolitan Transit Development Board (MTDB) did in the early 1980's with the assistance of staff from the State DOT (CalTrans) and consultants.
2. The RTB's policy board, functions and staff organization could be modeled after the San Diego MTDB-see attached organization charts. Presently, the only major difference is that the RTB does not now have the responsibility for LRT corridor development or implementation.
3. When it implemented its first LRT line, the San Diego MTDB had no prior track record or construction experience as an organization. However, it had on its staff people who did have both years of public works experience and transit backgrounds. The San Diego MTDB fashioned together in a short period of time an LRT implementation team made up of their own permanent staff (with some new hires), State DOT (CalTrans) staff on loan to the MTDB for the project, and qualified consultants. The first LRT line was built on-time (less than 3 years) and on-budget (less than \$100 million). Subsequent lines have also been built since then, repeating this initial success story.
4. The RTB is the regional agency in the Twin Cities' metropolitan area that has been given the responsibility by the state legislature to set policy, plan for and finance a metropolitan-wide transit system. This is the sole mission and function of the RTB. The planning, design, funding and implementation of a regional LRT system all need to be fully integrated and coordinated with the regional transit system for the maximum chance of success, and are logical functions that could fit well within the agency responsible for regional transit policy, planning and programming.
5. The RTB recognizes that a strong role for all LRT stakeholders is absolutely essential for a successful project. Therefore, the RTB staff would recommend the establishment of an "LRT Project Steering Committee" composed of representatives from the involved County Regional Railroad Authorities, the Cities, Metropolitan Transit Commission, and Minnesota Department of Transportation. This "LRT Project Steering Committee" could meet regularly to directly oversee the work of staff and consultants in the design and construction of the regional LRT system, and to make recommendations on all policy matters related to LRT design and construction. The LRT Program Manager could report to this Committee and receive direction from them. Furthermore, the role and responsibilities of this Committee could be strengthened and formalized through a joint powers agreement or similar mechanism, if deemed desirable or necessary.

FINDINGS AND RECOMMENDATIONS continued:

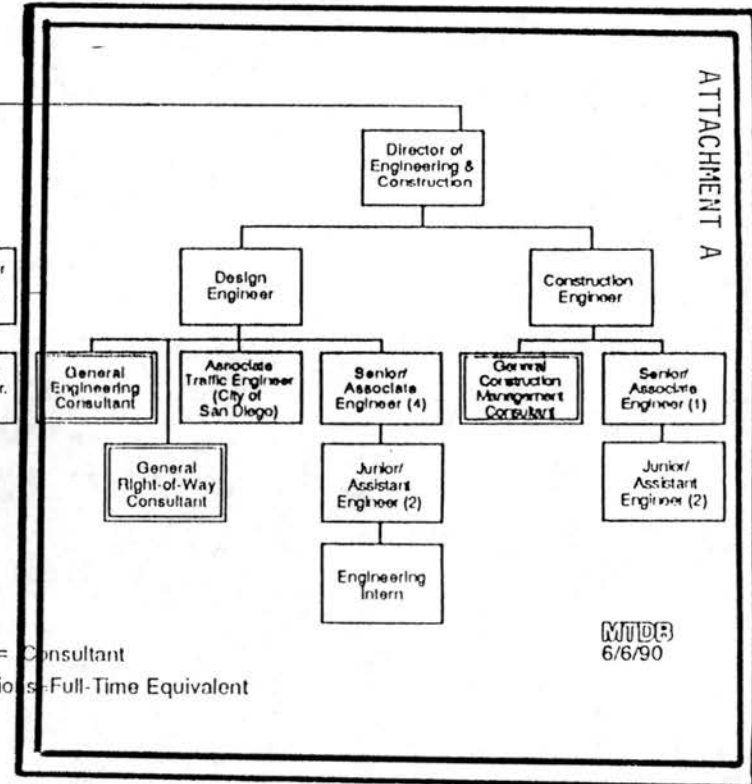
6. In recognition of the resources that lie within the Mn/DOT organization, a partnership with Mn/DOT. could be established to carry out the design and construction of LRT in the Central Corridor. The RTB could provide transit, and more specifically, light rail transit expertise. Mn/DOT could be invited to provide such vital functions as civil engineering/facilities design, construction management, inspection (QA/QC), surveys, right-of-way acquisition, etc. Consultants could be hired to fill in any remaining holes/specialty functions. Mn/DOT would award and manage all construction contracts for the civil works (line and stations), which are likely to be within Mn/DOT highway rights-of-way anyway. The RTB and MTC could award and manage all contracts for furnishing and installing LRT vehicles, systems and equipment. Overall program management could reside with either the RTB or Mn/DOT, depending on political desires and staff availability.

SAN DIEGO

Metropolitan Transit Development Board Organization Chart

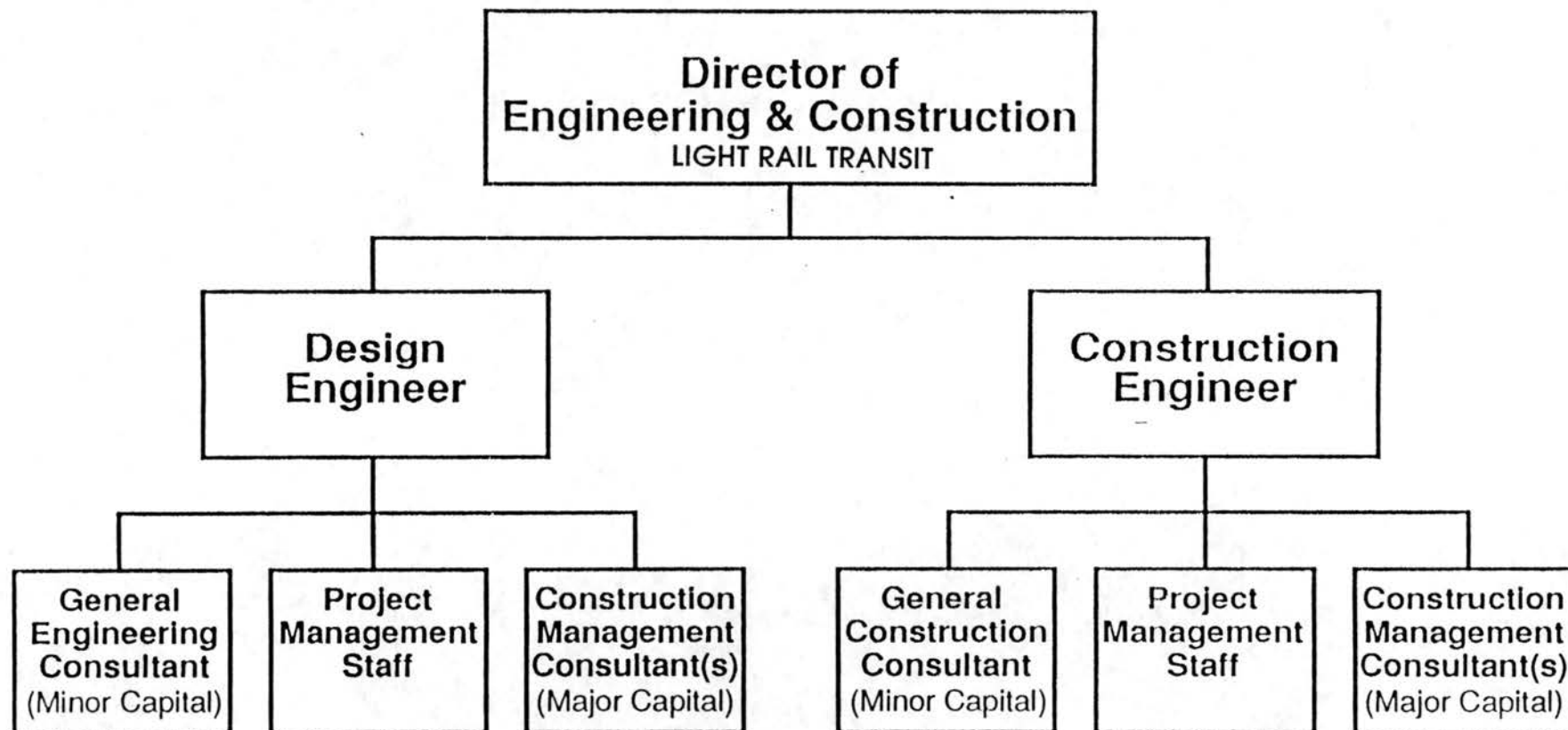


LRT Design & Construction Unit



== Consultant
Positions - Full-Time Equivalent

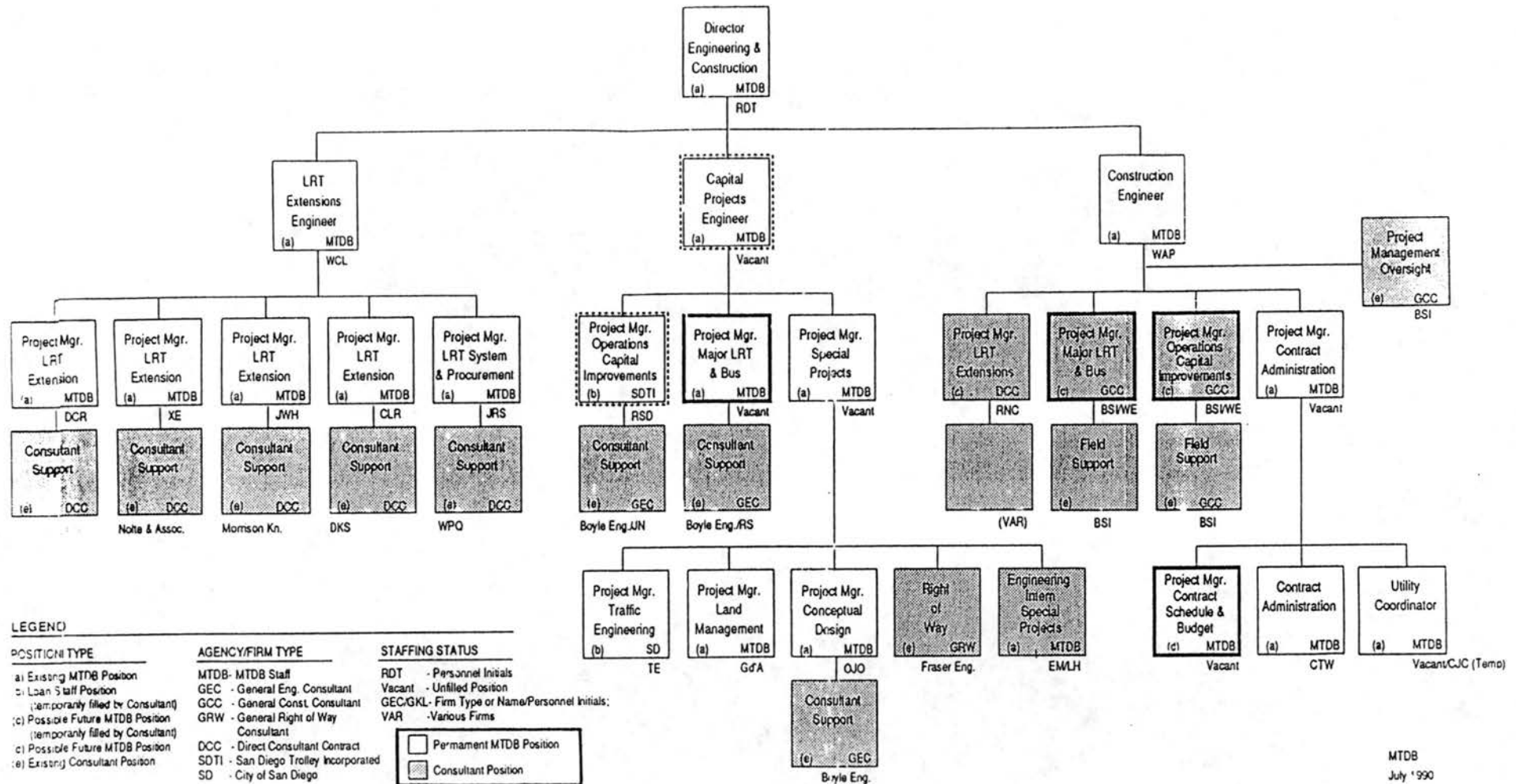
MTDB Engineering & Construction Organization Chart



* MTDB Engineering & Construction Staff = 12

Consultant Staff Total = Varies

MTDB Engineering and Construction Organization Chart



METROPOLITAN TRANSIT COMMISSION

STRENGTHS

- Current legislation identifies MTC as operator
- Only agency with experience in Systems Implementation including vehicles, communication systems and fare collection systems
- Experienced transit staff
- No new legislative authority required
 - MTC has the ability and some experience with the procurement of right of way and transit facility construction
 - Condemnation rights for transit facilities and park and rides
- Large established agency with transit as sole agency function
- Regional agency with regional perspective
 - City and suburban representation on board
- Most regional experience with UMTA, grant process and regulations, designated grant recipient of UMTA formula funds
- Only agency with transit operating experience
- Accountable to legislature as a legislatively created metropolitan agency
- Simple organizational structure
- Easiest transition to operational mode

METROPOLITAN TRANSIT COMMISSION

WEAKNESSES

- No lead role currently in LRT planning
- Limited construction experience

MTC AS LEAD AGENCY

Activity	MTC	RRA's	MnDOT	RTB	Met Council	Local Juris.	Adv. Groups	Comments
Regional System Planning								Preliminary Design (10%)
Corridor Planning								Preliminary Eng. (30%)
Project Planning/Pre-Design								Layouts, Design Study Report, Transition
Final Design								
R/W Acquisition								
Const Management								Facilities
Systems Management								Vehicles, Track, Signals, etc.
System Testing								Safety, Pre-Revenue Testing
Operating/Staff								Training & Gearing up for Oper.
Maintenance								Vehicles, Lines, Park & Ride Lots, Sidewalks, etc.
Financial Management								Design & Construction
Funding Acquisition								Federal, State, Local Funds
Marketing								Obtaining Support for System
System Evaluation								

 = lead

 = approval authority

 = participant

RRA's AS LEAD AGENCY WITH MTC PARTNERSHIP

Activity	MTC	RRA's	MnDOT	RTB	Met Council	Local Juris.	Adv. Groups	Comments
Regional System Planning								Preliminary Design (10%)
Corridor Planning								Preliminary Eng. (30%)
Project Planning/Pre-Design								Layouts, Design Study Report, Transition
Final Design								
R/W Acquisition								
Const Management								Facilities
Systems Management								Vehicles, Track, Signals, etc.
System Testing								Safety, Pre-Revenue Testing
Operating/Staff								Training & Gearing up for Oper.
Maintenance								Vehicles, Lines, Park & Ride Lots, Sidewalks, etc.
Financial Management								Design & Construction
Funding Acquisition								Federal, State, Local Funds
Marketing								Obtaining Support for System
System Evaluation								

 - lead

 - approval authority

 - participant



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: September 11, 1990

No. R90 -

WHEREAS, A Coordination Plan is being prepared for the Twin Cities Metropolitan Area that will recommend which organization should design and construct light rail transit; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority endorses the Minnesota Department of Transportation as the organization that should design and construct light rail transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Diane Ahrens	<u>X</u>		
John T. Finley		<u>X</u>	
Ruby Hunt	<u>X</u>		
Duane W. McCarty		<u>X</u>	
Hal Norgard	<u>X</u>		
Don Salverda	<u>X</u>		
Warren W. Schaber	<u>X</u>		

John T. Finley, Chairman

By Warren W. Schaber
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: September 11, 1990

No. R90 -

WHEREAS, Ramsey County Regional Railroad Authority is preparing an Environmental Impact Statement and preliminary engineering for light rail transit in the Midway Corridor; and

WHEREAS, One element of the Midway Corridor project is an assessment of the economic development impacts of alternatives being considered; and

WHEREAS, This subject is one which had the potential to be addressed in a manner that may have led to unrealistic or insupportable conclusions; and

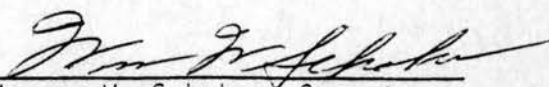
WHEREAS, The assistance of the University of St. Thomas was sought by Ramsey County Regional Railroad Authority, through the suggestion of the President of the St. Paul Area Chamber of Commerce, in order to guide the work of the consultant to Ramsey County Regional Railroad Authority preparing information on economic development impacts; and

WHEREAS, University of St. Thomas professors Steve Hoffman, Joe Kreitzer and Jack Militello have assisted RCRRA staff in managing the economic development impact study by guiding the work plan, reviewing information (even with short notice, sometimes in the evening or over holidays, weekends or vacations) and meeting with consultants and staff at frequent intervals; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority Commissioners:

1. Express appreciation to Steve Hoffman, Joe Kreitzer and Jack Militello for their assistance and advice on the economic development aspects of the Midway Corridor LRT project; and
2. Direct the Chairman of Ramsey County Regional Railroad Authority to forward a copy of this resolution to the President of the University of St. Thomas and request that it becomes part of the personnel records maintained by the University on its faculty.

John T. Finley, Chairman

By 
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, SEPTEMBER 25, 1990

11:00 A.M. - LARGE CONFERENCE ROOM - 316

- file*
1. * A. Minutes of the Special Ramsey County Regional Railroad Authority Board Meeting of August 28, 1990
 - * B. Minutes of the Regular Ramsey County Regional Railroad Authority Board Meeting of September 11, 1990.
 2. Chairman's Comments
 3. Update on Coordination Plan for LRT - Action may be taken.
 4. * Approve publicity plan for Midway Corridor, and approve budget transfer of \$48,500 to fund this program.
 5. Update on Ridership Forecasts for Midway Corridor - Discussion only.
 6. * Approve adjustments to the 1990 Ramsey County Regional Railroad Authority Budget in the amount of \$3,418,000 in accordance with budget transfer, Exhibit A.
 - * Action is Requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>CHAIRMAN FINLEY</u> Originating Department <u>John T. Finley /s/</u> <u>9/18/90</u> Authorized Signature Date	Board Action Requested CHAIRMAN'S COMMENTS
--	---

Request Justification

Budgeting and Accounting <u>Ed Blauhty 9/18/90</u> County Attorney _____ 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>September 25, 1990</u>	<u>F. L. Glendenning</u>	<u>9/18/90</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority		Board Action Requested
Originating Department		Update on Coordination Plan for LRT
<i>K. Hespighe</i>	<i>9/14/90</i>	
Authorized Signature	Date	Action may be taken

Request Justification

Commissioners Ahrens and Hunt will provide a verbal update on activities of the Joint LRT Advisory Committee.

Budgeting and Accounting <i>Ed Glankh</i> <i>9/15/90</i>		Date / Time
County Attorney		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
September 25, 1990	<i>F. L. Glendinning</i>	<i>9/19/90</i>
Board Date	Signature	Date

ANALYSIS OF 1% SALES TAX FOR TRANSPORTATION

- Summary of Regional Development and Financial Plan
- Cash Flow Analysis with 42-Month Frequency of Corridor Starts and 1% Sales Tax
 - With Federal Funds
 - Without Federal Funds
- Cash Flow Analysis with 12-Month Frequency of Corridor Starts and 1% Sales Tax
 - With Federal Funds
 - Without Federal Funds
- Candidate Expenditures for Non-LRT Construction
 - LRT Operating Deficit
 - LRT Feeder Bus/Reduction in Regular Services and Revenues
 - Other Metropolitan Area Transit Services
 - Other

SUMMARY OF REGIONAL DEVELOPMENT AND FINANCIAL PLAN (2/90)

CAPITAL COST

- Goal of at least 20 percent federal funding
- Goal of at least 30 percent state funding
- Regional sales tax for broad-based transportation purposes
- A county contribution of 10 percent of the cost of non-federally funded Group B and Group C Corridors

OPERATING AND MAINTENANCE COST

- Increased MVET funds and increases in the RTB property tax levy should be used to fund LRT operations

**COSTS/REVENUE FOR 10-YEAR LRT IMPLEMENTATION SCHEDULE
ASSUMING 42 MONTHS BETWEEN CORRIDOR CONSTRUCTION
(1991 \$M 1% Sales Tax - With Federal Funds)**

ITEM	CALENDAR YEAR									
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
COSTS										
A-1. Downtown Minneapolis/University	15	38	68	68	21	--	--	--	--	--
A-2. Downtown St. Paul/Midway	4	12	31	56	56	17	--	--	--	--
B-1 Group B (FE 6/95 & FED\$)	--	1	2	7	12	47	48	35	2	--
B-2 Group B (FE 12/98 & N-F\$)	--	--	--	--	1	1	5	9	35	48
B-3 Group B (FE 6/02 & FED\$)	--	--	--	--	--	--	--	1	1	2
Subtotal	19	51	101	131	90	65	53	45	38	50
REVENUES										
Regional Sales Tax (1%)	212	212	212	212	212	212	212	212	212	212
Federal Funds	--	--	--	5	9	35	36	27	2	1
County (10% of Group B)	--	--	--	--	--	--	1	1	4	5
Subtotal	212	212	212	217	221	247	249	240	218	218
Net	193	161	111	86	131	182	196	194	179	168
Cumulative	193	354	465	551	682	864	1,060	1,254	1,433	1,601

Note: Cost of all Group B Corridors and Minneapolis Tunnel Extension were totaled and averaged, to arrive at a cost/corridor of \$154.M

Note: Only \$115.M of Federal Funds are utilized.

**COSTS/REVENUE FOR 10-YEAR LRT IMPLEMENTATION SCHEDULE
ASSUMING 42 MONTHS BETWEEN CORRIDOR CONSTRUCTION
(1991 \$M 1% Sales Tax - With No Federal Funds)**

ITEM	CALENDAR YEAR									
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
COSTS										
A-1. Downtown Minneapolis/University	15	38	68	68	21	--	--	--	--	--
A-2. Downtown St. Paul/Midway	4	12	31	56	56	17	--	--	--	--
B-1 Group B (FE 6/95 & FED\$)	--	1	2	7	12	47	48	35	2	--
B-2 Group B (FE 12/98 & N-F\$)	--	--	--	--	1	1	5	9	35	48
B-3 Group B (FE 6/02 & FED\$)	--	--	--	--	--	--	--	1	1	2
Subtotal	19	51	101	131	90	65	53	45	38	50
REVENUES										
Regional Sales Tax (1%)	212	212	212	212	212	212	212	212	212	212
Federal Funds	--	--	--	--	--	--	--	--	--	--
County (10% of Group B)	--	--	--	--	--	--	1	1	4	5
Subtotal	212	212	212	212	212	212	213	213	216	217
Net	193	161	111	81	122	147	160	167	177	167
Cumulative	193	354	465	546	668	815	975	1,142	1,319	1,486

Note: Cost of all Group B Corridors and Minneapolis Tunnel Extension were totaled and averaged, to arrive at a cost/corridor of \$154.M

**COSTS/REVENUE FOR 10-YEAR LRT IMPLEMENTATION SCHEDULE
ASSUMING 12 MONTHS BETWEEN CORRIDOR PROJECT STARTS
(1991 \$M 1% SALES TAX - WITH FEDERAL FUNDS)**

ITEM	CALENDAR YEAR									
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
COSTS	4	12	31	56	56	17	--	--	--	--
A-1. Downtown St. Paul/Midway										
A-2. Downtown Minneapolis/University/Y & S	15	38	68	68	21	--	--	--	--	--
B-1 Group B (FE 6/93 & FED\$)	2	7	12	47	48	35	2	--	--	--
B-2 Group B (FE 6/94 & N-F\$)	1	2	7	12	47	48	35	2	--	--
B-3 Group B (FE 6/95 & FED\$)	--	1	2	7	12	47	48	35	2	--
B-4 Group B (FE 6/96 & N-F\$)	--	--	1	2	7	12	47	48	35	2
B-5 Group B (FE 6/97 & FED\$)	--	--	--	1	2	7	12	47	48	35
C-1 Group C (FE 6/98)	--	--	--	--	1	1	4	6	24	25
C-2 Group C (FE 6/99)	--	--	--	--	--	1	1	4	6	24
Subtotal	22	60	121	193	194	168	149	142	115	86
REVENUES										
Regional Sales Tax (1%)	212	212	212	212	212	212	212	212	212	212
Federal Funds	--	--	10	40	25	25	25	25	25	25
County (10% of Group B)	--	1	1	6	6	9	6	8	5	6
Subtotal	212	213	223	258	243	246	243	245	242	243
Net	190	153	102	65	49	79	94	103	127	157
Cumulative	190	343	445	510	559	638	732	835	962	1,119

Note: Cost of all Group B Corridors and Minneapolis Tunnel Extension were totaled and averaged, to arrive at a cost/corridor of \$154.M

**COSTS/REVENUE FOR 10-YEAR LRT IMPLEMENTATION SCHEDULE
ASSUMING 12 MONTHS BETWEEN CORRIDOR PROJECT STARTS
(1991 \$M 1% SALES TAX - WITH NO FEDERAL FUNDS)**

ITEM	CALENDAR YEAR									
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
COSTS	4	12	31	56	56	17	--	--	--	--
A-1. Downtown St. Paul/Midway										
A-2. Downtown Minneapolis/University/Y & S	15	38	68	68	21	--	--	--	--	--
B-1 Group B (FE 6/93 & FED\$)	2	7	12	47	48	35	2	--	--	--
B-2 Group B (FE 6/94 & N-F\$)	1	2	7	12	47	48	35	2	--	--
B-3 Group B (FE 6/95 & FED\$)	--	1	2	7	12	47	48	35	2	--
B-4 Group B (FE 6/96 & N-F\$)	--	--	1	2	7	12	47	48	35	2
B-5 Group B (FE 6/97 & FED\$)	--	--	--	1	2	7	12	47	48	35
C-1 Group C (FE 6/98)	--	--	--	--	1	1	4	6	24	25
C-2 Group C (FE 6/99)	--	--	--	--	--	1	1	4	6	24
Subtotal	22	60	121	193	194	168	149	142	115	86
REVENUES										
Regional Sales Tax (1%)	212	212	212	212	212	212	212	212	212	212
Federal Funds	--	--	--	--	--	--	--	--	--	--
County (10% of Group B)	--	1	1	6	6	9	6	8	5	6
Subtotal	212	213	213	218	218	221	218	220	217	218
Net	190	153	92	25	24	54	69	78	102	132
Cumulative	190	343	435	460	484	538	607	685	787	919

Note: Cost of all Group B Corridors and Minneapolis Tunnel Extension were totaled and averaged, to arrive at a cost/corridor of \$154.M

ANNUAL LRT OPERATING COST FOR GROUP A AND GROUP B CORRIDORS (1991 \$)

CORRIDOR (Terminus)	PEAK HOUR HEADWAYS	ANNUAL LRT O&M COSTS 1988M \$	ANNUAL LRT O&M COSTS 1991M \$**
*Central Corridor	7.5 min.	\$10.0	\$11.4
Minneapolis Northwest (63rd Avenue)	10 min.	5.9	7.6
Minneapolis Northeast (Northtown Mall on University Avenue)	10 min.	5.9	7.6
St. Paul South (Highway 10)	10 min.	2.7	3.1
Hiawatha (GSA)	10 min.	3.9	4.5
Minneapolis South (96th Street)	10 min.	8.7	9.9

* Highest O&M cost for the three alignments under consideration in the Central Corridor.

** Costs were increased at a rate of 4.5 percent per year or total of 14 percent.

ANNUAL LRT FEEDER BUS/REDUCTION IN REGULAR ROUTE SERVICE FOR GROUP A AND GROUP B CORRIDORS

CORRIDOR	DAILY EXISTING BUS MILES DELETED	FEEDER BUS MILES ADDED	NET DAILY BUS MILES SAVED WITH LRT AND FEEDER BUS	\$ TOTAL ANNUAL SAVINGS (1991 \$)
Central Corridor	10,900	6,900	4,000	\$4.9
Minneapolis Northwest	4,900	4,200	700	.9
Minneapolis Northeast	13,000	11,300	1,700	2.1
St. Paul South	1,300	1,200	100	.1
Hiawatha	8,200	5,800	2,400	2.9
Minneapolis South	7,800	4,600	3,200	3.9

Source: RTB Regional Development and Financial Plan (2/90)

Assumes: Daily to Annual Factor of 306
1989 Bus Operating Cost of \$3.67/Mile
1991 Bus Operating Cost of \$4.01/Mile

ANNUAL OPERATING DEFICITS FOR REGIONAL BUS SERVICES

Service	Estimated 1991 Deficit (1991M \$)
MTC Regular Route Service	68.5
Opt-Out	5.9
Metro Mobility	15.9
Rural and Small Urban Service	1.6
Total	\$91.9

Source: RTB Five-Year Plan

**COSTS/REVENUE (1991 M\$) FOR LRT/FEEDER BUS SYSTEM FOR
10-YEAR IMPLEMENTATION SCHEDULE WITH 42 MONTHS BETWEEN CORRIDOR CONSTRUCTION
INITIATIONS WITH FEDERAL FUNDS**

ITEM	CALENDAR YEAR									
	1992	1993	1994	1995	1996	1997	1998*	1999*	2000*	2001**
COSTS										
Corridor Capital Expenditures	19	51	101	131	90	65	53	46	39	50
LRT O&M Cost	--	--	--	--	--	--	11	11	11	21
LRT Operating Revenue (60% Operating Ratio)	--	--	--	--	--	--	(7)	(7)	(7)	(13)
Feeder Bus O&M Cost	--	--	--	--	--	--	8	8	8	14
Existing Bus System Deletions	--	--	--	--	--	--	(13)	(13)	(13)	(23)
Existing System Operating Revenue Lost (35% Operating Ratio)	--	--	--	--	--	--	5	5	5	8
Regional Bus Deficit***	94	96	98	99	101	103	106	108	110	112
Total Annual Cost	113	147	199	230	191	168	163	158	153	169
REVENUES										
Federal Funds	--	--	--	5	9	35	36	27	2	1
County (10% of Group B)	--	--	--	--	--	--	1	1	4	5
Regional Sales Tax (1%)	212	212	212	212	212	212	212	212	212	212
Total Revenues	212	212	212	217	221	247	249	240	218	218
NET	99	65	13	(13)	30	79	86	82	65	49
Cumulative Surplus/Deficit	99	164	177	164	194	273	359	441	506	555

* Highest O&M cost of three alignment alternatives for the Central Corridor

** Group A plus one Group B corridor with the highest O&M cost.

*** Source: RTB Five-Year Plan. Assumes 2% per year increases in deficit. Includes MTC Regular Route, Metro Mobility, Opt-Out, and Rural/Small Urban bus services.

Feeder bus O&M costs and route deletions taken from RTB-LRT Development and Financial Plan.

9/30

**COSTS/REVENUE (1991 M\$) FOR LRT/FEEDER BUS SYSTEM FOR
10-YEAR IMPLEMENTATION SCHEDULE WITH 42 MONTHS BETWEEN CORRIDOR CONSTRUCTION
INITIATIONS WITH NO FEDERAL FUNDS**

ITEM	CALENDAR YEAR									
	1992	1993	1994	1995	1996	1997	1998*	1999*	2000*	2001**
COSTS										
Corridor Capital Expenditures	19	51	101	131	90	65	53	46	39	50
LRT O&M Cost	--	--	--	--	--	--	11	11	11	21
LRT Operating Revenue (60% Operating Ratio)	--	--	--	--	--	--	(7)	(7)	(7)	(13)
Feeder Bus O&M Cost	--	--	--	--	--	--	8	8	8	14
Existing Bus System Deletions	--	--	--	--	--	--	(13)	(13)	(13)	(23)
Existing System Operating Revenue Lost (35% Operating Ratio)	--	--	--	--	--	--	5	5	5	8
Regional Bus Deficit***	94	96	98	99	101	103	106	108	110	112
Total Annual Cost	113	147	199	230	191	168	163	158	153	169
REVENUES										
Federal Funds	--	--	--	--	--	--	--	--	--	--
County (10% of Group B)	--	--	--	--	--	--	1	1	4	5
Regional Sales Tax (1%)	212	212	212	212	212	212	212	212	212	212
Total Revenues	212	212	212	212	212	212	213	213	216	217
NET	99	65	13	(18)	21	44	50	55	63	48
Cumulative Surplus/Deficit	99	164	177	159	180	224	274	329	392	440

* Highest O&M cost of three alignment alternatives for the Central Corridor

** Group A plus one Group B corridor with the highest O&M cost.

*** Source: RTB Five-Year Plan. Assumes 2% per year increases in deficit. Includes MTC Regular Route, Metro Mobility, Opt-Out, and Rural/Small Urban bus services.

Feeder bus O&M costs and route deletions taken from RTB-LRT Development and Financial Plan.

**COSTS/REVENUE (1991 M\$) FOR LRT/FEEDER BUS SYSTEM FOR
10-YEAR IMPLEMENTATION SCHEDULE WITH 12 MONTHS BETWEEN CORRIDOR CONSTRUCTION
INITIATIONS WITH FEDERAL FUNDS**

ITEM	CALENDAR YEAR									
	1992	1993	1994	1995	1996	1997	1998*	1999**	2000***	2001****
COSTS										
Corridor Capital Expenditures	22	60	121	193	194	167	149	142	115	86
LRT O&M Cost	--	--	--	--	--	--	11	21	29	37
LRT Operating Revenue (60% Operating Ratio)	--	--	--	--	--	--	(7)	(13)	(17)	(22)
Feeder Bus O&M Cost	--	--	--	--	--	--	8	14	28	33
Existing Bus System Deletions	--	--	--	--	--	--	(13)	(23)	(39)	(45)
Existing System Operating Revenue Lost (35% Operating Ratio)	--	--	--	--	--	--	5	8	14	16
Regional Bus Deficit*****	94	96	98	99	101	103	106	108	110	112
Total Annual Cost	116	156	219	292	295	270	259	257	240	217
REVENUES										
Federal Funds	--	--	10	40	25	25	25	25	25	25
County (10% of Group B)	--	1	1	6	6	9	6	8	5	6
Regional Sales Tax (1%)	212	212	212	212	212	212	212	212	212	212
Total Revenues	212	213	223	258	243	246	243	245	242	243
NET	96	57	4	(34)	(52)	(24)	(16)	(12)	2	26
Cumulative Surplus/Deficit	96	153	157	123	71	47	31	19	21	47

* Highest O&M cost of three alignments alternative for the Central Corridor

** Group A plus one Group B corridor with the highest O&M cost.

*** Group A plus 1999 Group B corridor plus Group B corridor with second highest O&M cost.

**** Group A plus 1999 and 2000 Group B corridors plus Group B corridor with third highest O&M cost.

***** Source: RTB Five-Year Plan. Assumes 2% per year increases in deficit. Includes MTC Regular Route, Metro Mobility, Opt-Out, and Rural/Small Urban bus services.

Feeder bus O&M costs and route deletions taken from RTB-LRT Development and Financial Plan.

9/1/90

**COSTS/REVENUE (1991 M\$) FOR LRT/FEEDER BUS SYSTEM FOR
10-YEAR IMPLEMENTATION SCHEDULE WITH 12 MONTHS BETWEEN CORRIDOR CONSTRUCTION
INITIATIONS WITH NO FEDERAL FUNDS**

ITEM	CALENDAR YEAR									
	1992	1993	1994	1995	1996	1997	1998*	1999**	2000***	2001****
COSTS										
Corridor Capital Expenditures	22	60	121	193	194	167	149	142	115	86
LRT O&M Cost	--	--	--	--	--	--	11	21	29	37
LRT Operating Revenue (60% Operating Ratio)	--	--	--	--	--	--	(7)	(13)	(17)	(22)
Feeder Bus O&M Cost	--	--	--	--	--	--	8	14	28	33
Existing Bus System Deletions	--	--	--	--	--	--	(13)	(23)	(39)	(45)
Existing System Operating Revenue Lost (35% Operating Ratio)	--	--	--	--	--	--	5	8	14	16
Regional Bus Deficit*****	94	96	98	99	101	103	106	108	110	112
Total Annual Cost	116	156	219	292	295	270	259	257	240	217
REVENUES										
Federal Funds	--	--	--	--	--	--	--	--	--	--
County (10% of Group B)	--	1	1	6	6	9	6	8	5	6
Regional Sales Tax (1%)	212	212	212	212	212	212	212	212	212	212
Total Revenues	212	213	213	218	218	221	218	220	217	218
NET	96	57	(6)	(74)	(77)	(49)	(41)	(37)	(23)	1
Cumulative Surplus/Deficit	96	153	147	73	(4)	(53)	(94)	(13)	(154)	(153)

* Highest O&M cost of three alignments alternative for the Central Corridor

** Group A plus one Group B corridor with the highest O&M cost.

*** Group A plus 1999 Group B corridor plus Group B corridor with second highest O&M cost.

**** Group A plus 1999 and 2000 Group B corridors plus Group B corridor with third highest O&M cost.

***** Source: RTB Five-Year Plan. Assumes 2% per year increases in deficit. Includes MTC Regular Route, Metro Mobility, Opt-Out, and Rural/Small Urban bus services.

Feeder bus O&M costs and route deletions taken from RTB-LRT Development and Financial Plan.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority

Originating Department

K. Halpiegale
Authorized Signature

9/14/90
Date

Board Action Requested

Approve publicity plan for Midway Corridor and authorize transfer of \$48,500 from consulting services to public information services account.

Action is Requested

Request Justification

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

Budgeting and Accounting

Ed Blautitz 9/18/90

County Attorney

Jill Goski

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

September 25, 1990

Board Date

J. L. Glendinning
Signature

9/19/90

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Draft Environmental Impact Statement for the Midway Corridor will be completed in December, 1990, and Ramsey County Regional Railroad Authority plans to notify the public of the information in the report and requests public comments; Now Therefore, Be It

RESOLVED, That the publicity plan for the Midway Corridor is approved; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority approves the following budget transfer of \$48,500:

TRANSFER FROM APPROPRIATION

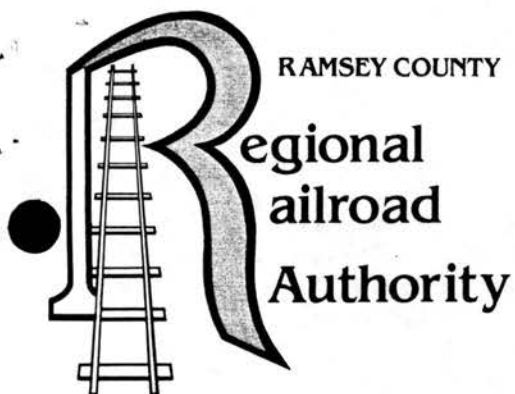
<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
59103	020102	Consulting Services	\$48,500

TRANSFER TO APPROPRIATION

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
59103	020194	Public Information Services	\$48,500

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: Kathy DeSpiegelaere
Director of Light Rail Transit Planning

FROM: Jill Goski *JG*
Community Participation Coordinator

SUBJECT: Midway Corridor Publicity Plan

DATE: September 13, 1990

BACKGROUND

The Midway Corridor Draft Environmental Impact Statement is currently scheduled for completion on December 7, 1990. The Ramsey County Regional Railroad Authority (RCRRA) is committed to a strong community participation program in its work and has scheduled a two month public review period before the Environmental Impact Statement is finalized. The Community Participation Program, adopted by RCRRA in July 1988, specified that community involvement should be flexible and responsive to different stages of projects undertaken by the RCRRA. The public review process must be tailored to the specific project and the needs that have evolved as the project has been developed.

The purpose of this memorandum is to outline the public meetings planned for the Midway Corridor project and the corresponding publicity plan.

PROJECTED PUBLIC MEETING DATES

PUBLIC FORUMS: NOVEMBER 1990

- o 3 at locations in Midway Corridor

PUBLIC HEARINGS: JANUARY AND FEBRUARY 1991

- o 1 at RCRRA Meeting
- o 2 at locations in Midway Corridor
- o 1 to be determined by HCRRA

PUBLICITY PLAN

OBJECTIVE

To inform a broad spectrum of the general public in the Midway Corridor area about the Preliminary Engineering and Environmental Impact Statement project before and during the public comment period, including information about the public forums and hearings.

RATIONALE

Although the Ramsey County Regional Railroad Authority has had a strong community participation program throughout the Midway Corridor LRT Study, there are segments of the general public who have not been reached through the methods used to date. Due to the enormous implications of the decisions that will be made by the RCRRA in this study, it is critical to initiate an aggressive publicity campaign, in addition to holding public forums and hearings, to reach owners and occupants of residences and businesses in this area by distributing written information to them in their homes and offices. It is important for this effort to communicate more detailed information about the study rather than simply broad generalizations in order to encourage public sentiment to be presented during the public comment period.

TARGET AUDIENCE

All owners and occupants of residences and businesses in the Midway Corridor area. The Midway Corridor area extends from downtown St. Paul to Oak and Washington in Hennepin County and the study includes three alignments: I-94, University Avenue and BN/Pierce Butler Route.

The target area has been defined as bounded by: (See map)

- * WEST - The Ramsey County border (Coordination with Hennepin County will be accomplished by advising Hennepin County of the publicity plan for the Ramsey County portion of the corridor and asking them to develop the Hennepin County publicity plan).
- * SOUTH - St. Clair Avenue to Western Avenue to Shepard Road.
- * DOWNTOWN ST. PAUL - Shepard Road/Warner Road to just within the Lafayette Freeway and I-94 boundaries.
- * EAST - 35E
- * NORTH - Larpenteur Avenue

NOTE: Target area would include both sides of boundary streets except for freeway boundaries which would include only the side bordering the area.

Based on figures from Independent Delivery Service, this geographic area includes:

Businesses	12,000
Single Family Homes	31,250
Apartment Units	21,750
TOTAL	65,000

METHOD OF INFORMATION COMMUNICATION

o PUBLIC FORUMS

1. FLIERS - Fliers including information on the project, map(s), and dates and locations of public forums will be distributed through committees, district councils, community and business groups and mailed. The notices will not be sent to each property owner and occupant.
2. NEWSPAPER ADS/PRESS RELEASES - Newspaper ads including information on the project and public forum dates and locations will be placed in St. Paul Pioneer Press (approximately 4" x 6") and in 10 Community Newspapers (quarter page) in issues preceding public forums. Press releases will also be sent to these newspapers.

o PUBLIC HEARINGS

1. BROCHURES - Brochures including information on the project, map(s) and public hearing dates and locations will be distributed to all owners and occupants of residences and businesses in the target area. The brochure would be a single page (approximately 8 1/2" x 11", folded in half or thirds) accompanied by a letter from RCRRA.
2. NEWSPAPER ADS/PRESS RELEASES - Newspaper ads including information consistent with brochure about project and dates and locations of public hearings will be placed in St. Paul Pioneer Press and in 10 community newspapers in issues just preceding public hearing date. The same size and general set up as ads for public forums will be used.

COST SUMMARY (See attached Cost Detail)

BROCHURE		\$31,965
DESIGN AND DEVELOPMENT	\$21,500	
DISTRIBUTION	10,465	
NEWSPAPER ADS/PRESS RELEASES		16,500
DESIGN AND DEVELOPMENT	4,500	
PUBLICATION	12,000	
TOTAL PUBLICITY PLAN		<u>\$48,465</u>

TIMELINE

1. FLIERS: Fliers would be distributed 1-3 weeks before public forums.
2. BROCHURES: Brochures would be distributed 7-10 days prior to public hearing.
3. NEWSPAPER ADS/PRESS RELEASES: Two newspaper ads would be placed; one prior to public forums and one prior to public hearings.

RECOMMENDATION:

1. Approve the publicity plan for the Midway Corridor.
2. Approve budget transfer in the amount of \$48,500 from account 59103-020102 Consulting Services to account 59103-020194 Public Information Services. Work provided for under this plan is eligible for grant assistance under existing Minnesota Department of Transportation Grant for Phase I Midway Corridor Study.

JG/pjk
Attachments

MIDWAY CORRIDOR PUBLICITY PLAN COST ESTIMATE

I. BROCHURE

A. DESIGN AND DEVELOPMENT

1. Concept, layout, design and artwork = \$ 7,500
Gardner Graphics, previously used by Ramsey County for recycling publicity effort is the proposed firm for this work.
2. Printing @ 20 cents each for 70,000 = \$14,000
A print shop approved by Ramsey County purchasing will be used; recycled paper, two color printing.

Total brochure design costs \$21,500

B. DISTRIBUTION

Based on one brochure with cover letter. Each additional accompanying piece (maps, etc.) would cost 1 additional cent/delivery location.

1. Door delivery for residence and businesses in target area \$ 4,790
 - a. @ 6 cents/resident + 1 cent/extra piece (letter) for 53,000 residences = \$ 3,710
 - b. @ 8 cents/business + 1 cent/extra piece (letter) for 12,000 businesses = \$ 1,080

Independent Delivery Service, previously used by Ramsey County for delivering brochures, will be used. Brochures would be delivered in the specified geographic area separately from material from other businesses or organizations.

2. Mail delivery for nonresident property owners\$ 5,675
 - a. Computer list/labels from Ramsey County Property Taxation, @ \$150 per computer run + 2 1/4 cents/property for 65,000 properties = \$1,612.50
 - b. Mailing to non-resident property owners, @ 25 cents per property for estimated 25% of 65,000 properties = \$4,062.50

Total design and distribution costs \$10,465

TOTAL COST FOR BROCHURE

\$31,965

II. NEWSPAPER ADS AND PRESS RELEASES

(For two sets of ads: one preceding public forums and one preceding public hearings.)

A. DESIGN AND DEVELOPMENT

\$3,000 for first ad \$1,500 for second ad
Total for ad design \$ 4,500

B. PUBLICATION:

1. 4" x 6" display ad in St. Paul Pioneer Press = \$ 1,000
2. Quarter page ads in 10 community newspapers = \$ 5,000
 - . Community Reporter
 - . Downtowner
 - . Grand Gazette
 - . Highland Villager
 - . Merriam Park Post
 - . Midway Como Monitor
 - . North End News
 - . Park Bugle/Park Press
 - . Skyway News
 - . Summit U Newsletter

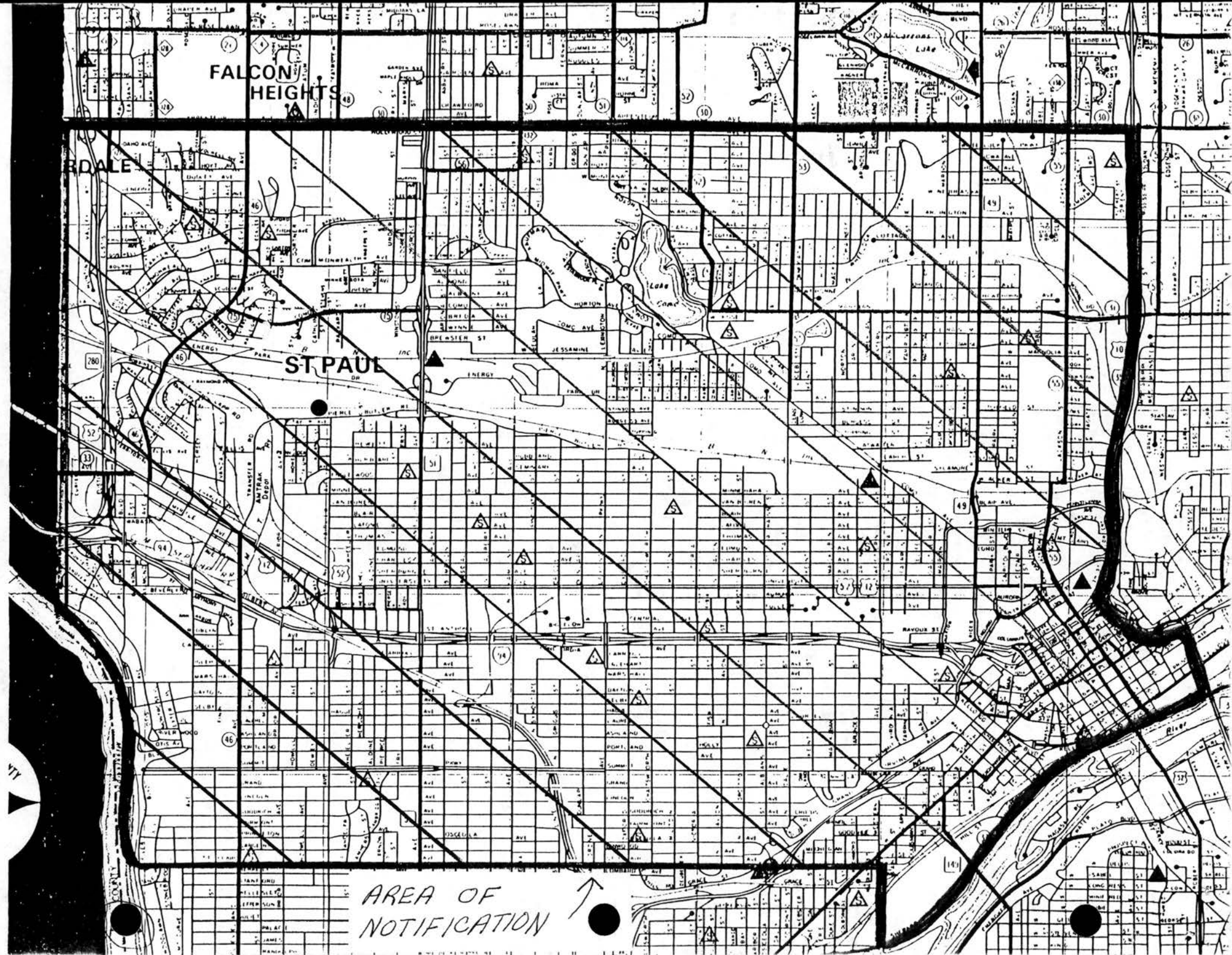
Total publication (\$6,000 x 2)
TOTAL COST FOR ADS

\$12,000

\$16,500

TOTAL PUBLICITY PLAN COST

\$48,465



AREA OF
NOTIFICATION

white & yellow - Acctg. Dept. Copies
Pink - Report Copy
Green - Retained Copy

No. _____

(For Budgeting & Acctg.
Use Only)

RAMSEY COUNTY
REQUEST FORM FOR BUDGET ADJUSTMENTS

DEPARTMENT: NAME: Ramsey County Regional Railroad Authority

ORG.# 59103

The Budget Adjustment requested will require the following:

1. ☒ Transfer From Appropriation } Check Applicable
☐ Increase Estimated Revenue } Box(es)

Org. # Account No. Account Title Amount

Org. #	Account No.	Account Title	Amount
59103	020102	Consulting Services	\$48,500.00
TOTAL			\$48,500.00

2. For Accounting
Dept. Use Only
Unencumbered
Balance Before
Adjustment 9/18/90

75,961.00

3. ☒ Transfer to Appropriation } Check Applicable
☐ Increase Appropriation } Box(es)

Org. # Account No. Account Title Amount

Org. #	Account No.	Account Title	Amount
59103	<u>020194</u>	Public Information Services	\$48,500.00
TOTAL			\$48,500.00

0-New

4. Reasons for Adjustment Request:

Although current public participation efforts for the Phase I PE/EIS studies are well established, segments of the general public have not been reached through methods used to date.

Funding provisions identified will support expanded information services to be coordinated with the public comment period for the Draft Environmental Impact Statement.

(Attach sheet if more space is needed)

Approval requested by: Quane W. McCarty Vice-Chairman Date: 9/17/90
Authorized Signature

Recommended
Approved by Budget Analyst: Ed Blauvelt Date: 9/18/90

Recommended
Approved by Budget Director: Jim Van Houtt Date: 9/19/90

Approved by Board of Co. Commissioners: _____ Date: _____

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority

Originating Department

K. H. Spiegler
Authorized Signature

9/14/90
Date

Board Action Requested

Update on Ridership Forecasts for
Midway Corridor

Discussion Only

Request Justification

A verbal report on progress on ridership forecasts for the Midway Corridor will be provided.

Budgeting and Accounting

Ed Blawie 9/19/90

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

September 25, 1990

Board Date

Signature

F. L. Glendinning
Signature

Date

9/19/90

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority

Originating Department

K. DeSpiegelaere
Authorized Signature

9/14/90
Date

Board Action Requested

Approve adjustments to the 1990 Ramsey County Regional Railroad Authority budget in the amount of \$3,418,000 in accordance with the attached documentation.

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution approving adjustments
2) Memorandum from Kathryn DeSpiegelaere
3) Budget adjustment information

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Ed Blauwitz 9/19/90

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

September 25, 1990

Board Date

J. L. Glendinning
Signature

9/19/90

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The 1990 Ramsey County Regional Railroad Authority budget identified major project areas in the Contingent Account series within the 59101 - Ramsey County Regional Railroad Authority budget; and

WHEREAS, The projects identified are eligible for State grant assistance; and

WHEREAS, State grant provisions require separate accounting of costs incurred in each work area; and

WHEREAS, Regional Railroad Authority staff have prepared attached Exhibit A documenting budget adjustment recommendations which establish cost center 59105 - Phase II Preliminary Engineering - Midway Corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the budget adjustment, in the amount of \$3,418,000, as follows:

1990 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TRANSFER TO MINNESOTA GRANT ACCOUNTS:
ADMINISTRATIVE ACCOUNT:

REDUCE ESTIMATED REVENUE:

			INC REVENUE DEC APPROP	DEC REVENUE INC APPROP
59101	321067	Minnesota DOT LRT Grant		959,000
59101	321068	Minnesota Rail Bank		750,000
				1,709,000

INCREASE ESTIMATED REVENUE:

59105	321067	Minnesota DOT LRT Grant	1,709,000	
TOTAL ESTIMATED REVENUE ADJUSTMENTS:			1,709,000	1,709,000

TRANSFER FROM APPROPRIATION:

59101	061002	Phase II PE-Midway Corridor	3,418,000	
			3,418,000	

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

GRANT ACCOUNT:

TRANSFER TO APPROPRIATION:

PHASE II PE-MIDWAY CORRIDOR

59105	020102	Consulting Services	2,940,000
59105	020174	County Attorney	50,000
59105	020176	Executive Director	35,000
59105	020179	Budgeting & Accounting	10,000
59105	020185	Data Processing	3,500
59105	020193	Project Management	348,000
59105	020202	Postage	3,500
59105	020401	Publishing Minutes	4,000
59105	020501	Printing & Stationery	10,000
59105	021226	Committee Compensation	1,000
59105	021407	Travel	12,000
59105	021408	Volunteer Expense	1,000

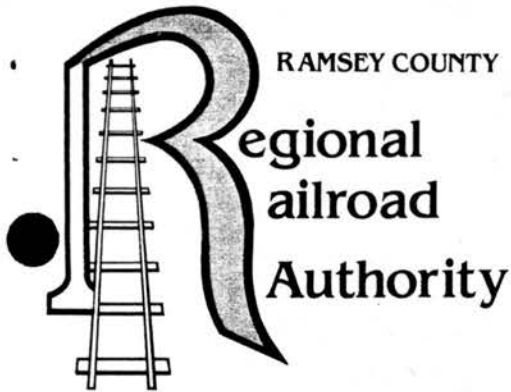
TOTAL APPROPRIATIONS:

3,418,000

3,418,000

John T. Finley, Chairman

By Warren W. Schnaber, Secretary 2



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 Morgard

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: Adjustments to 1990 Ramsey County Regional Railroad Authority Budget

DATE: August 21, 1990

The 1990 Ramsey County Regional Railroad Authority Budget (59101) identifies four major projects in the contingent account series:

- 1) 061002 - Phase II Preliminary Engineering - Midway Corridor
- 2) 061003 - Right of Way Acquisition
- 3) 061004 - Northeast Corridor Study
- 4) 061005 - South Corridor Study

These projects are eligible for State grant assistance. Grant provisions require separate accounting of costs incurred on each project. Cost centers for projects 2, 3, and 4 were established in January of this year. We are requesting a budget adjustment in the total amount of \$3,418,000 at this time to establish cost center 59105 for project 1: Phase II Preliminary Engineering - Midway Corridor. This will provide the basis for detailed accounting of costs related to Phase II work and subsequent reimbursement.

The attached budget adjustment documentation details the source and distribution of funding for the grant center.

Recommendation:

Approve adjustments to the 1990 Ramsey County Regional Railroad Authority budget in accordance with attached documentation.

KD/blk
Attachment

EXPLANATION OF FUNDING:

PHASE II-PRELIMINARY ENGINEERING-MIDWAY CORRIDOR

1.	Minnesota DOT Grant awarded February 27, 1990:	\$664,371
2.	Tax levy matching funds included in 1990 budget:	664,371
		\$1,328,742
3.	Rail Authority authorized grant application to MinnDOT for grant expected to be awarded in late 1990 or early 1991 on August 28, 1990:	\$1,044,629
4.	Tax levy matching funds included in 1990 budget:	1,044,629
		\$2,089,258
	Project Total:	\$3,418,000

SUMMARY:

MinnDOT Grant	\$1,709,000
Tax Levy	1,709,000
Project Total:	\$3,418,000

The grant already awarded permits allowable project expenses incurred on or after October 3, 1989, to be included in project costs. The project is now at the point where some costs will be incurred.

In the event the anticipated grant from MinnDOT for \$1,044,629 is not awarded, the project could be terminated.

It is not expected that project costs will exceed the initial grant plus matching funds totalling \$1,328,742 before the Rail Authority learns whether it will be awarded the additional matching grant.

RAMSEY COUNTY
REQUEST FORM FOR BUDGET ADJUSTMENTS

DEPARTMENT: NAME: Ramsey County Regional Railroad Authority

FUND: 591

ORG.# See Attached

The Budget Adjustment requested will require the following:

1. ☒ Transfer From Appropriation } Check Applicable
☒ Increase Estimated Revenue } Box(es)

Org. #	Account No.	Account Title	Amount
59101	ADMINISTRATIVE ACCT:	See Attached	3,418,000.00

2. For Accounting
Dept. Use Only
Unencumbered
Balance Before
Adjustment

See attached

TOTAL 3,418,000

3. ☒ Transfer to Appropriation } Check Applicable
☐ Increase Appropriation } Box(es)

Org. #	Account No.	Account Title	Amount
59105	GRANT ACCOUNT:	See Attached	3,418,000.00

See attached

TOTAL 3,418,0004. Reasons for Adjustment Request:

This budget adjustment is to transfer estimated revenues and appropriations from the Ramsey County Regional Railroad Authority Operational Cost Center - 59101 - to a new grant center: 59105 - Phase II Preliminary Engineering - Midway Corridor.

The full amount of the grant has not been received at this time, but the terms of the grant application are that expenses incurred now for these grant projects may be recovered. This transfer is to establish the project cost centers for accounting for project expenses. Funding for the expenses will be from Railroad Authority matching funds until the balance of the grant is received.

(Attach sheet if more space is needed)

Approval requested by: K. HespelerDate: 9/14/90

Authorized Signature

Approved by Budget Analyst: Ed BlauitzDate: 9/19/90Approved by Budget Director: James Van HouttDate: 9/19/90

Approved by Board of Co. Commissioners: _____

Date: _____

1990 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

INC REVENUE	DEC REVENUE
DEC APPROP	INC APPROP

TRANSFER TO MINNESOTA GRANT ACCOUNTS:
ADMINISTRATIVE ACCOUNT:

REDUCE ESTIMATED REVENUE:

59101	321067	Minnesota DOT LRT Grant		959,000
59101	321068	Minnesota Rail Bank		750,000

				1,709,000

INCREASE ESTIMATED REVENUE:

59105	321067	Minnesota DOT LRT Grant	1,709,000	
			-----	-----
TOTAL ESTIMATED REVENUE ADJUSTMENTS:			1,709,000	1,709,000
			=====	=====

TRANSFER FROM APPROPRIATION:

59101	061002	Phase II PE-Midway Corridor	3,418,000	

			3,418,000	

GRANT ACCOUNT:TRANSFER TO APPROPRIATION:PHASE II PE-MIDWAY CORRIDOR

59105	020102	Consulting Services		2,940,000
59105	020174	County Attorney		50,000
59105	020176	Executive Director		35,000
59105	020179	Budgeting & Accounting		10,000
59105	020185	Data Processing		3,500
59105	020193	Project Management		348,000
59105	020202	Postage		3,500
59105	020401	Publishing Minutes		4,000
59105	020501	Printing & Stationery		10,000
59105	021226	Committee Compensation		1,000
59105	021407	Travel		12,000
59105	021408	Volunteer Expense		1,000

TOTAL APPROPRIATIONS:			3,418,000	3,418,000
			=====	=====

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY FUND:

SUMMARY OF REQUESTED BUDGET ADJUSTMENT:

INCREASE REVENUE	DECREASE REVENUE
INCREASE TAX LEVY	DECREASE TAX LEVY
DECREASE APPROP	INCREASE APPROP

ADMINISTRATIVE ACCOUNT:

REDUCTION IN ESTIMATED REVENUE:

59101 321068	Minnesota Rail Bank	750,000
59101 321067	Minnesota DOT LRT Grant	959,000

DECREASE TAX LEVY:

59101 061002	Phase II PE-Midway Corridor	1,709,000
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REDUCTION IN APPROPRIATIONS:

59101 061002	Phase II PE-Midway Corridor	3,418,000
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TOTAL GENERAL REGIONAL RAILROAD AUTHORITY:

3,418,000	

3,418,000	3,418,000
=====	=====

SUMMARY OF GRANT COST CENTERS:

INCREASE IN ESTIMATED REVENUE:

59105 321067	Minnesota DOT LRT Grant	1,709,000
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INCREASE OF TAX LEVY:

59105	Phase II PE-Midway Corridor	1,709,000
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INCREASE IN APPROPRIATIONS:

59105	Phase II PE-Midway Corridor	3,418,000
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TOTAL GRANT COST CENTER:

	3,418,000

3,418,000	3,418,000
=====	=====

SUMMARY OF 1990 RC REGIONAL RAILROAD BUDGET
RESULTS OF THIS BUDGET ADJUSTMENT

		1990 BUDGET				
<u>ADMINISTRATIVE ACCOUNT:</u>						
59101 RC REGIONAL RAILROAD AUTHORITY		ORIGINAL	PRIOR ADJUSTMENT	ADJUSTED BUDGET	THIS ADJUSTMENT	REVISED BUDGET
Appropriation:		6,547,496	(2,228,000)	4,319,496	(3,418,000)	901,496
Funding:						
Tax Levy:		3,838,496	(1,228,000)	2,610,496	(1,709,000)	901,496
Grant:		2,709,000	(1,000,000)	1,709,000	(1,709,000)	-
		6,547,496	(2,228,000)	4,319,496	(3,418,000)	901,496
<u>PRIOR ADJUSTMENTS:</u>		<u>GRANT ACCOUNTS:</u>				
59106 RCRAA RIGHT-OF-WAY ACQUISITION						
Appropriation:		-	1,728,000	1,728,000		
Funding:						
Tax Levy:		-	978,000	978,000		
Grant:		-	750,000	750,000		
		-	1,728,000	1,728,000		
59107 RCRAA NORTHEAST CORRIDOR STUDY						
Appropriation:		-	400,000	400,000		
Funding:						
Tax Levy:		-	200,000	200,000		
Grant:		-	200,000	200,000		
		-	400,000	400,000		
59108 RCRAA SOUTH CORRIDOR STUDY						
Appropriation:		-	100,000	100,000		
Funding:						
Tax Levy:		-	50,000	50,000		
Grant:		-	50,000	50,000		
		-	100,000	100,000		
<u>THIS ADJUSTMENT:</u>		<u>GRANT ACCOUNT:</u>				
59105 PHASE II PE-MIDWAY CORRIDOR						
Appropriation:					3,418,000	3,418,000
Funding:						
Tax Levy:					1,709,000	1,709,000
Grant:					1,709,000	1,709,000
					3,418,000	3,418,000