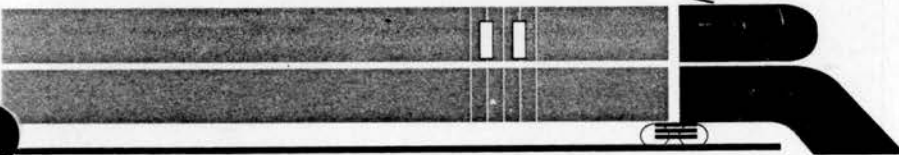




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

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AGENDA

WORK SESSION

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

MONDAY, NOVEMBER 5, 1990

9:00 TO 10:30 AM

ST. PAUL HOTEL, MAYO ROOM

- 9:00 1. Introductory comments: John T. Finley
- 9:05 2. Purpose of work session: Kathryn DeSpiegelaere
- 3. Midway Corridor study progress, process and critical dates: Kathryn DeSpiegelaere *
- 9:10 4. Description and evaluation of alternatives for Midway and Capitol area: Jim Tolaas, Dave Warner, Dick Wolsfeld *
- 9:40 5. Unresolved issues: Kathryn DeSpiegelaere, Dick Wolsfeld *
- 9:50 6. Key findings: Dick Wolsfeld *
- 10:00 7. Is LRT good for St. Paul, Ramsey County, Twin Cities Region: Dick Wolsfeld *
- 10:10 8. Advisory committee recommendations, public comments: Kathryn DeSpiegelaere
- 10:15 9. Process for identification of preferred alternative in Draft Environmental Impact Statement: Kathryn DeSpiegelaere *
- 10:20 10. Communication with Hennepin County, City of St. Paul, City of Minneapolis, Legislators, others: Kathryn DeSpiegelaere
- 10:25 11. Open discussion: John T. Finley
- 10:30 12. Concluding remarks: John T. Finley

* Information is attached

BRW, Inc.
January 1, 1980

Ramsey County Regional Railroad Authority
Midway Corridor LRT PE & EIS

ITEM #3

SCHEDULE OF PROJECT EVENTS

Date	Event
November 5, 1990	COMMISSIONERS' WORK SESSION Opportunity to discuss whether or not to indicate alternative preference in Draft Environmental Impact Statement.
November 13, 1990	RCRRA Meeting OPPORTUNITY TO INDICATE ALTERNATIVE PREFERENCE in Draft Environmental Impact Statement. Opportunity to direct consultant to complete Phase I Preliminary Design (10%) Plans.
December 10, 1990	Midway PUBLIC FORUM, 7:00 p.m., West Minnehaha Recreation Center.
December 13, 1990	Midway PUBLIC FORUM, 7:00 p.m., University of St. Thomas, O'Shaughnessy Educational Center.
December 11, 1990	RCRRA APPROVAL OF DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR DISTRIBUTION.
December 21, 1990	Submit Draft Environmental Impact Statement to Environmental Quality Board. Distribute Draft Environmental Impact Statement.
January 7, 1991	EQB Monitor Notice of Draft Environmental Impact Statement Availability.
January 29 thru February 22, 1991	Draft Environmental Impact Statement PUBLIC HEARING(S)
March 11, 1991	CLOSE OF PUBLIC COMMENT PERIOD on Draft Environmental Impact Statement
April 9, 1991	RCRRA SELECTION OF ALTERNATIVE.
NOTE: EVENTS LISTED BELOW WHICH REFER TO PRELIMINARY AND FINAL DESIGN OF LRT WILL TAKE PLACE ONLY IF THE SELECTED ALTERNATIVE INCLUDES LIGHT RAIL TRANSIT.	
April 23, 1991	RCRRA APPROVAL OF FINAL ENVIRONMENTAL IMPACT STATEMENT FOR CIRCULATION.
April 23, 1991	RCRRA and HCRRA Approval of Phase I Preliminary Design (10%) Plans for distribution to and review by St. Paul,

Minneapolis, RTB, Metropolitan Council and MnDOT.¹

May 13, 1991	Submit Final Environmental Impact Statement to Environmental Quality Board.
May 24, 1991 (app.)	RCRRA and HCRRA Public Hearing on Phase I Preliminary Design (10%) Plans.
May 24 to July 8, 1991	St. Paul and Minneapolis Public Hearings on Phase I Preliminary Design (10%) Plans.
May 27, 1991	EQB Monitor Notice of Final Environmental Impact Statement Availability.
June 11 or 25, 1991	RCRRA Determination of Environmental Impact Statement Adequacy.
July 8, 1991	EQB Monitor Publication of Notice of Determination.
July 8, 1991	APPROVAL OF PHASE I PRELIMINARY DESIGN (10%) PLANS BY ST. PAUL AND MINNEAPOLIS. ²
July 23, 1991	Approval of Phase I Preliminary Design (10%) Plans by RTB and MnDOT.
July 30, 1991	Approval of Phase I Preliminary Design (10%) Plans (Rail Authorities and County Boards).
May 1992	Completion of Phase II Preliminary Engineering (30%) Plans, review by Cities, RTB, Metropolitan Council and MnDOT (not required by legislation), and approval by RCRRA and HCRRA (Assumes initiation of plan preparation in March 1991).
May 1992	Begin Preparation of Final Design (100%) Plans. Begin Right-of-Way Acquisition.
November 1993	Approval of Final Design (100%) Plans for distribution to and review by Cities.
March 1994	Approval of Final Design (100%) Plans (Rail Authorities and County Boards).
Fall 1994	Begin Construction.
Fall 1998	Begin Revenue Operation.

¹ The date of approval for distribution of Phase I Preliminary Design (10%) Plans is subject to the time required to respond to EIS comments.

² Failure to approve or disapprove the plans within 45 days after RCRRA and HCRRA Public Hearings is deemed to be approval, unless an extension of time is agreed to by the cities and the RRA's.

EVALUATION OF ALTERNATIVES

1.0 INTRODUCTION

This memorandum summarizes a comparison of alternative LRT alignments for the Midway Corridor. Several evaluation criteria have been identified for the comparison. The selection of the criteria is based on Ramsey County goals for LRT, evaluation criteria developed by the Midway Corridor Task Force, and topics required to be addressed in the Draft Environmental Impact Statement. The memorandum provides a description of goals and previously adopted criteria, identifies the criteria to be considered for this evaluation, and summarizes the results of the evaluation.

The no-build alternative and three LRT alignment alternatives have been identified for study in the Midway Corridor Environmental Impact Statement. These alternatives extend from Oak Street in Minneapolis to Marion Street in Saint Paul and connect to the Capitol Area and Downtown Saint Paul LRT alignments. The three alternative LRT alignments are described as follows:

Burlington Northern/Pierce Butler Route – This alternative would follow Beacon Street, University Avenue, the University of Minnesota Transitway, Pierce Butler Route, Minnehaha Avenue, Como Avenue, and Marion Street to the Capitol Area and Downtown St. Paul.

University Avenue – This alternative generally follows University Avenue from Oak Street to Marion Street, then through the Capitol Area to Downtown St. Paul.

Soo Line/Interstate 94 – This alternative follows the Soo Line Railroad right-of-way from Beacon Street southeasterly to Interstate 94 near Fairview Avenue and along the median of Interstate 94 to the Capitol Area and Downtown St. Paul.

2.0 BACKGROUND

This section describes the Ramsey County Regional Railroad Authority (RCRRA) goals, Midway Corridor Task Force (MCTF) prioritization of those goals, and MCTF evaluation criteria. RCRRA adopted seven goals for LRT on June 28, 1988. These goals and specific actions to accomplish the goals are described below.

1. To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.
 - Prepare an LRT Comprehensive Plan for Ramsey County which recognizes the interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties.
 - Coordinate LRT plans with other counties, state and regional agencies.
 - Coordinate LRT plans with cities and townships in Ramsey County.
2. To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.
 - Increase use of transit by existing auto users.
 - Improve transit travel time.
 - Locate LRT in areas of high auto congestion, but not on street right-of-way where LRT would exacerbate that congestion.

- Locate LRT on exclusive right-of-way where feasible.
 - Minimize vehicle/transit/pedestrian conflicts.
 - Install traffic signal preemption equipment on light rail vehicles and at LRT/street crossings.
 - Space stations at intervals to minimize travel time.
 - Provide park-and-ride facilities at some LRT station areas.
 - Encourage downtown parking policies that provide incentives to LRT use.
3. To enhance economic development in Ramsey County.
- Select corridors for LRT where economic development can be encouraged.
 - Coordinate economic development with the agency responsible for it.
 - Promote marketing and incentives to encourage economic development at LRT station areas.
 - Respond to desires of individual areas through which LRT passes to preserve the status quo or to intensify land use.
 - Plan LRT construction to minimize detrimental impact on existing businesses.
4. To decrease costs of transportation services in Ramsey County.
- Provide an alternative to private auto ownership and its attendant costs
 - Reduce operating costs of transit services by using light rail vehicles to carry more passengers per vehicle than conventional buses.

- Reduce the need for additional roadway capacity with LRT.
5. To respond to mobility needs in Ramsey County.
- Provide improved transit service with diverse modes to meet differing trip purposes.
 - Integrate access to disabled in planning for an LRT system in Ramsey County.
 - Involve citizens of the County in LRT plans.
 - Serve transit dependent concentrations with transit services.
 - Coordinate feeder transit services with LRT service in a manner which improves, rather than decreases, overall transit service to the area.
6. To reduce the environmental impacts associated with the automobile in Ramsey County.
- Locate LRT to improve, not worsen, air quality
 - Plan LRT systems to minimize noise levels to residential land uses
 - Work with neighborhoods through which LRT passes to minimize disruption.
7. To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers.
- Examine sources of funding as alternatives to the property tax.
 - Encourage legislation that would provide flexible, alternative sources of revenue to the property tax.

The Midway Corridor Task Force (MCTF) has prioritized these goals in the following manner.

MCTF

Priority

RCRRA Goal

- | | |
|---------|---|
| 1 | To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County. |
| 2 | To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area. |
| 3 | To respond to mobility needs in Ramsey County. |
| 4 (tie) | To enhance economic development in Ramsey County. |
| 4 (tie) | To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers. |
| 6 (tie) | To decrease costs of transportation services in Ramsey County. |
| 6 (tie) | To reduce the environmental impacts associated with the automobile in Ramsey County. |

MCTF Evaluation Criteria

The MCTF adopted several specific evaluation criteria related to the prioritized goals. The RCRRA goals and related MCTF criteria are described below.

Reduce Roadway Congestion

- o Change in level of service on corridor roadways
- o LRT ridership during peak periods
- o Total transit ridership during peak periods
- o Number of new transit riders
- o Parking adequacy at adjacent businesses and residences

Integrate LRT with Other Transportation Services

- o Expected number of transfers from the feeder bus system
- o Expected number of transfers from automobiles

Respond to Mobility Needs

- o Area of Transit Service Coverage in the Midway Corridor
- o Change in Existing Transit Service
- o Effect on Existing Transit Service

Enhance Economic Development

- o Change in expected economic development
- o Effect during construction on adjacent businesses
- o Long-term effect on adjacent businesses
- o Long-term effect on corridor businesses

Minimize Cost of LRT

- o Constructibility
- o LRT construction cost
- o LRT operating cost
- o Degree of consensus

Minimize Cost of Transportation Services

- o Transit system capital cost
- o Transit system operating cost

Reduce Automobile-Generated Environmental Impacts

- o Change in automobile vehicle miles of travel (VMT)
- o Change in level of service on corridor roadways
- o Level of park-and-ride expected
- o Level of drop-off/pick-up expected
- o Amount of LRT user parking expected on residential streets

Draft EIS Analysis Topics

The Draft Environmental Impact Statement (DEIS) for the Midway Corridor addresses several topics and issues. These topics were identified as part of the scoping process for the DEIS. The Midway Corridor Light Rail Transit Scoping Decision Document identified the following topics for study.

- o Wetlands, Vegetation and Wildlife
- o Soils
- o Runoff and Recieving Waters
- o Air Quality
- o Noise and Vibration
- o Cultural Resources
- o Parkland
- o Traffic
- o Transit Service
- o Visual Impacts
- o Financial Impacts
- o Economic Development, Employment, and Neighborhood Impacts
- o Future Ridership Forecasts

3.0 EVALUATION CRITERIA

Criteria related to RCRRA goals, MCTF evaluation criteria, and DEIS topics have been identified for use in comparing the three Midway Corridor LRT alternatives. The evaluation criteria have been grouped into four major categories: Physical Characteristics, Transportation Service Impacts, Environmental Consequences, and Financial Characteristics. The criteria in each of these categories and the RCRRA goals related to each of the criteria, are identified below.

Physical Characteristics

<u>Criteria</u>	<u>Related RCRRA Goal</u>
Route Length	2,5
Number of Stations	3,5
Travel Time	2,5
Number of Light Rail Vehicles (LRV)	4
Number of Buses	1,4,5
Park and Ride Spaces	1,2,3,4
Transit Trip Characteristics	5
- Local to Local Transit Trips	
- Local to Downtown Transit Trips	
- Downtown to Downtown Transit Trips	

Transportation Service Impacts

<u>Criteria</u>	<u>Related RCRRA Goal</u>
Coordination with Regional LRT System	1
Coordination with Other Transportation Projects	1
Intersection Levels of Service	2,4,6
Total Vehicle Miles of Travel	2,4,6
Local Accessibility	2,3,6
Neighborhood Impacts and Traffic Changes	6
Frequency of Transit Service	5
Impacts to Transit Dependent	5

Environmental Consequences

<u>Criteria</u>	<u>Related RCRRA Goal</u>
Right-of-Way Requirements	4,6
Air Quality Impacts	6
Noise Impacts	6
Vegetation, Wildlife, and Wetlands	6
Soils	6
Runoff/Receiving Waters	6
Land Use	3,6
Cultural Resources	3,6
Parkland	6
Economic Development	3
Visual Impacts	6
Employment	3

Financial Characteristics

<u>Criteria</u>	<u>Related RCRRA Goal</u>
LRT Ridership	2,5
LRT Capital Cost	4,7
LRT Operating Cost	4,7
Route Miles of Feeder Bus Service	4,7
Route Miles of Regular Route Service	4,7
Net Change in Route Miles of Corridor Bus	4,7
Net Change in O/M Cost for Corridor Bus	4,7
Capital Cost of Buses	4,7

4.0 SUMMARY OF EVALUATION RESULTS

Results of the evaluation of alternatives are summarized for each of the evaluation criteria identified in the previous section. The results for no-build alternative as well as each of the three LRT alignment alternatives are described as follows.

PHYSICAL CHARACTERISTICS

Route Length

The route length of each of the LRT alignments is shown in the Table.

	Length (miles)	
	From 7th/Marquette Minneapolis to Union Depot in Saint Paul	From Oak Street Minneapolis to Union Depot in Saint Paul
BN/Pierce Butler	11.4	8.1
University Ave.	11.0	7.7
Soo Line/I-94	11.4	8.1

Number of Stations

The stations for each of the LRT alternatives are:

<u>BN/Pierce Butler</u>	<u>University Avenue</u>	<u>Soo Line/I-94</u>
Convention Center	Convention Center	Convention Center
7th/Marquette	7th/Marquette	7th/Marquette
Library	Library	Library
Mills	Mills	Mills
Metrodome	Metrodome	Metrodome
West Bank	West Bank	West Bank
East Bank	East Bank	East Bank
25th Avenue	Oak Street	25th Avenue
Raymond	27th/University	Franklin
Snelling	Bedford	Cleveland
Lexington	TH 280	Snelling
Dale	Raymond	Lexington
Galtier	Cleveland	Dale
Rice/Fuller	Wheeler	Rice Street
11th/Cedar	Snelling	11th/Cedar
6th/Cedar	Hamline	6th/Cedar
4th/Minnesota	Lexington	4th/Minnesota
<u>Union Depot</u>	Victoria	<u>Union Depot</u>
11 stations	Dale	11 stations
	Western	
	Rice/Fuller	
	11th/Cedar	
	6th/Cedar	
	4th/Minnesota	
	<u>Union Depot</u>	
	18 Stations	

Peak Hour Travel Time

Estimates of the travel time for the LRT alignment alternatives are based on the operating speed of the LRT, the dwell time at station stops, and typical service delays. Estimates for bus service travel times for the no-build condition assume that bus service in the corridor remains essentially the same as existing conditions.

PeakHour Travel Time
(minutes)

From 7th/Marquette Minneapolis to 6th/ Cedar in Saint Paul	From Oak Street Minneapolis to 6th/ Cedar in Saint Paul
--	---

No-Build

Bus Route 16A - University Avenue	55	39
Bus Route 94B		
I-94 Express	37	NA
Bus Route 94D		
I-94 Express	28	NA

LRT Alternatives

BN/Pierce Butler	35	23
University Ave	39	27
Soo Line/I-94	30	18

Number of Light Rail Vehicles

The number of Light Rail Vehicles (LRV) which would be required to operate the system is based on the ridership forecasts from the Metropolitan Council and the operating plan developed for each of the alternatives.

Number of Light Rail
Vehicles Required

	CBD to CBD Service	Increment Above University Connector Service
--	-----------------------	---

BN/Pierce Butler Route	26	16
University Avenue	21	11
Soo Line/Interstate 94	24	14

Number of Buses

The number of buses required to operate the regular route bus service and the feeder bus service for each of the LRT alternatives is based on the transit service plans developed by the MTC.

	Number of Buses Required
No-Build Alternative	180
BN/Pierce Butler Route	114
University Avenue	120
Soo Line/Interstate 94	120

Park-and-Ride Spaces

The demand for park-and-ride spaces at stations along each of the alternative alignments was estimated in the ridership forecasts. It is possible that a reduced number of park-and-ride spaces could be provided without significantly reducing LRT ridership.

	Estimated Number of Park- and-Ride Spaces
BN/Pierce Butler Route	2,000
University Avenue	700
Soo Line/Interstate 94	1,700

Trip Characteristics

Several light rail transit trip origin and destination characteristics have been identified as a result of the ridership forecasts. The information provides an overview of LRT travel patterns in the Midway Corridor.

	Trip Orientation		
	<u>Local- Local</u>	<u>Local- Downtown</u>	<u>Downtown- Downtown</u>
BN/Pierce Butler Route	2,400	14,600	7,300
University Avenue	3,000	18,000	9,000
Soo Line/Interstate 94	3,200	19,400	9,800

TRANSPORTATION SERVICE IMPACTS

Coordination with Regional LRT System

The regional LRT system is planned to be a high speed limited stop transit system that will form the spine of a more elaborate overall transit system. The overall transit system will include LRT coordinated with feeder bus routes and local regular route bus service.

The Midway Corridor is an important link in the regional LRT system. The corridor will connect the two LRT hubs, one centered on Downtown Minneapolis and one centered on Downtown Saint Paul. In addition to providing LRT access from the corridor area, the Midway Corridor will allow LRT riders from other corridors to access the Midway Corridor.

Each of the three LRT alternatives in the Midway Corridor would provide the basic connection between these two LRT hubs. The Soo Line/Interstate 94 alternative, and, to some extent the BN/Pierce Butler alternatives, with many grade-separated street crossings and approximately one-mile station spacing, would provide faster connections to other parts of the regional LRT system. The University Avenue Alternative, with station spacing of approximately one-half mile or less and slower operating speeds, provides slower access to the rest of the regional LRT system.

Coordination with Other Transportation Projects

The University of Minnesota will build an exclusive busway connecting the Minneapolis Campus to the Saint Paul Campus. The BN/Pierce Butler LRT alternative would be located along the southern edge of the transitway from 27th Street in Minneapolis to Raymond Avenue in Saint

Paul. This construction of LRT would utilize part of the Transitway right-of-way, and could take place without seriously disrupting operation of the transitway.

Interstate 94 between Downtown Minneapolis and Downtown Saint Paul will be reconstructed. Discussions with the Minnesota Department of Transportation indicate that LRT designs for a Soo Line/Interstate 94 alternative could be coordinated with reconstruction plans for the roadway, provided the alignment decision is made relatively soon.

Intersection Levels of Service

Intersection levels of service have been calculated with and without traffic diversions and station-related traffic resulting from each of the LRT alternatives. The area analyzed was from Energy Park Drive to Concordia, from Oak Street to the Capitol.

Levels of service (LOS) describe delay at intersections and are based on traffic volumes and roadway geometrics. Levels of service range from A to F, with Level of Service A representing little or no delay and Level of Service F representing extreme congestion. In urban areas Levels of Service A through D are considered acceptable; Levels of Service E and F are considered unacceptable.

For the Year 2010 peak hour no-build condition analysis indicates that twelve intersections would operate in the unacceptable (Level of Service E/F) range:

No-Build

1. Dale/Minnehaha
2. University/Snelling
3. University/Hamline
4. University/Lexington
5. Cretin/Eastbound I-94 ramp
6. Dale/St. Anthony
7. Marion/St. Anthony
8. Lexington/Concordia
9. Dale/Concordia
10. Snelling/East Pierce Butler ramps
11. Hamline/Pierce Butler
12. University/Simpson

Improvements required to bring these intersections into the acceptable (LOS D) condition were identified.

If LRT is constructed on the BN/Pierce Butler Alignment eleven intersections would be in the unacceptable range. These deficiencies could be mitigated with the addition of turn lanes at the intersections.

1. Snelling/Taylor
2. Dale/Minnehaha
3. University/Snelling
4. University/Hamline
5. University/Lexington
6. Cretin/Eastbound I-94 ramp
7. Dale/St. Anthony
8. Marion/St. Anthony
9. Lexington/Concordia
10. Dale/Concordia
11. Simpson/University

The University Avenue LRT alternative would include fourteen intersections in the unacceptable category:

1. University/Fairview
2. University/Snelling
3. University/Hamline
4. University/Lexington
5. University/Dale
6. University/Western
7. Cretin/Eastbound I-94 ramp
8. Dale/St. Anthony
9. Marion/St. Anthony
10. Lexington/Concordia
11. Dale/Concordia
12. Dale/Minnehaha
13. Snelling/East Pierce Butler ramps
14. Hamline/Pierce Butler

There are a number of options to mitigate these impacts. For most intersections, an added turn lane or signalization will improve operations. For University/Snelling and University/Lexington, more elaborate mitigation is required. These mitigations could include the addition of a through lane in each direction on University Avenue, use of one-way streets, or grade separation of the problem intersections.

The Soo Line/Interstate 94 alternative would include twelve intersections in the unacceptable level of service category:

1. Dale/Minnehaha
2. University/Snelling
3. University/Hamline
4. University/Lexington
5. Cretin/Eastbound I-94 ramp
6. Dale/St. Anthony
7. Marion/St. Anthony
8. Lexington/Concordia
9. Dale/Concordia
10. Snelling/East Pierce Butler ramps
11. Hamline/Pierce Butler
12. Simpson/University

Local Accessibility

The LRT alternatives may impact accessibility by restricting some access to land uses and minor streets along the route. The BN/Pierce Butler Route may include some access restrictions and driveway consolidation for commercial/industrial uses along the north side of the Pierce Butler Route, the north side of Minnehaha Avenue and the southwestern edge of Como Avenue.

The University Avenue Alternative would restrict access across University Avenue to major north-south streets approximately one-quarter mile apart. In order to access businesses, residences, and streets on the opposite side of the street, automobile drivers would make a U-turn at the nearest signalized intersection. Pedestrian crossings of University Avenue would be provided every block.

The Soo/Line Interstate 94 alternative is primarily located along railroad right-of-way and grade separated freeway right-of-way. The segment on Ravoux Street at Marion Street will prohibit left turns into and out of the parking lots.

Neighborhood Traffic Impacts and Changes

The primary traffic impact of LRT on neighborhood areas would be potential traffic diversion from major arterials resulting from reduction in street capacity.

The BN/Pierce Butler alternative may require some diversion of traffic from Pierce Butler Route and Minnehaha Avenue to the adjacent neighborhood streets. It is estimated that between 600 and 1,500 daily trips could be diverted through these areas.

The University Avenue alignment would cause short rerouting of trips by neighborhood residents as a result of left turn restrictions on University Avenue. The Soo Line/Interstate 94 alternative would not include significant diversions of traffic to adjacent neighborhood streets; drivers on Raxoux Street may have to make slight adjustments of their route.

Decrease in Daily Vehicle Miles of Travel

The change in the automobile vehicle miles of travel in the corridor is a comparison of the no-build alternative to each of the LRT alternatives. The comparison is based on the number of former automobile drivers that would become transit riders and the average trip lengths in the region. The forecast of the number of automobile drivers converted to transit riders comes from the ridership forecasts completed by the Metropolitan Council.

Decrease in Daily Vehicle Miles of Travel

No Build	Base
BN/Pierce Butler Route	20,300
University Avenue	17,800
Soo Line/Interstate 94	24,300

Anticipated Frequency of Transit Service

Existing peak hour transit service in the corridor provides one bus approximately every six minutes in each direction along University Avenue or Interstate 94. The Regional Transit Board's 2010 Bus Plan indicates that these headways will remain essentially the same in the future, if LRT is not constructed. Transit service plans for each of the three LRT alternatives were developed by the MTC. LRT may operate on 7.5-minute headways during the peak hour period for each of the three alignments.

In the midday off-peak period the University Avenue bus operates with approximately an 8-minute headway and the Interstate 94 bus operates with a 20-minute headway. The LRT would operate with a 15-minute headway during the midday off-peak period.

Evening bus service headways are approximately 20 minutes along University Avenue and 40 minutes for Interstate 94. Headway for LRT evening service would be approximately 30 minutes.

Impacts on Transit Dependents

High concentrations of transit dependents are located along portions of University Avenue. The University Avenue LRT alternative would provide the most direct service to these transit dependents. The Soo Line/Interstate 94 alternative would provide some direct service to transit dependent concentrations located south of University Avenue. Service to other concentrations of transit dependent would be provided by the feeder bus system. The BN/Pierce Butler Route alternative would provide the least direct service to concentrations of transit dependents. Transit dependents would access LRT via the feeder bus system.

Bus Transfers

The ridership forecasts prepared by the Metropolitan Council include the number of transfers between the bus system and the LRT for each of the Midway Corridor alternatives.

2010 Forecast

Daily Bus/LRT Transfers

	<u>Peak Hour</u>	<u>Daily</u>
BN/Pierce Butler Route	2,000	12,100
University Avenue	1,850	12,300
Soo Line/Interstate 94	3,900	18,900

ENVIRONMENTAL CONSEQUENCES

Right-of-way Requirements

The right-of-way required to accommodate the LRT tracks, station platforms and drop-off access, and park-and-ride lots has been determined for each of the alternatives. The value of the land needed for the LRT right-of-way has been estimated based on valuations from tax assessor records, factored to reflect market value. Relocation costs have also been estimated. The right-of-way requirements are for the Midway Corridor alternatives from Oak Street in Minneapolis to Union Depot in Downtown Saint Paul. The right-of-way cost is expressed in 1991 dollars.

Estimated Right-of-Way Requirements

	<u>Area (acres)</u>	<u>Acquisition/ Relocation Cost (1991 dollars)</u>
Necessary for LRT Construction		
BN/Pierce Butler Route	34.9	\$8.2 million
University Avenue	13.8	\$5.2 million
Soo Line/Interstate 94	27.3	\$5.5 million
Downtown	0.4	\$0.6 million
Park-and-Ride Lots		
BN/Pierce Butler Route	14.7	\$4.8 million
University Avenue	11.8	\$6.5 million
Soo Line/Interstate 94	24.1	\$10.6 million

Air Quality Impacts

The assessment of air quality impacts for the Midway Corridor is primarily dependent on forecasts of automobile congestion, delay at intersections, and total vehicle miles of travel. Provided that plans to improve the intersection of Lexington Parkway and University Avenue are implemented by the City of Saint Paul, the no-build alternative is not predicted to include any intersections that would not be in compliance with Minnesota Pollution Control (MPCA) Standards.

Preliminary air quality assessments indicate that the BN/Pierce Butler alternative and the Soo Line/Interstate 94 alternative may result in a slight improvement in air quality when compared to the no-build alternative. This slight improvement would result from fewer peak hour buses and automobiles traveling through the corridor.

For the University Avenue LRT alternative without mitigation measures, the University Avenue intersections with Snelling Avenue and Lexington Parkway would not be in compliance with MPCA standards. If the potential mitigation measures suggested as part of the traffic analysis were implemented, the intersections would be in compliance with MPCA standards. These mitigations would include either use of one-way streets, grade-separation of problem intersections or addition of a third through lane in each direction on University Avenue.

Noise Impacts

A summary by alignment alternative of the noise impacts associated with LRT vehicle passbys is documented in the following sections. Due to the range in typical LRT vehicle maximum passby noise emissions, a best and worst-case emissions noise impact area has been established for areas adjacent to each alignment alternative.

BN/PIERCE BUTLER ALIGNMENT

Adjacent to the proposed Pierce Butler Route/BN Railroad alignment four dwelling units and 1.02 acres of parkland fall within the best-case noise impact area for LRT vehicle noise emissions. Under the worst-case

emissions scenario, 140 dwelling units, 5.88 acres of parkland and one commercial use lie within the noise impact area.

UNIVERSITY AVENUE ALIGNMENT

The LRT vehicle noise impact area along the proposed University Avenue alignment alternative falls within the existing roadway right-of-way for the best-case noise emissions scenario. Under the worst-case emissions scenario, three dwelling units, 1.8 acres of parkland and three commercial uses lie within the noise impact area.

SOO LINE/INTERSTATE 94 ALIGNMENT

Adjacent to the proposed I-94 Soo Line Railroad alignment one dwelling unit and 0.5 acres of parkland fall within the best-case noise impact area for LRT vehicle noise emissions. Under the worst-case emissions scenario, 61 dwelling units and 1.8 acres of parkland lie within the noise impact area.

Construction of LRT in the median of I-94 requires widening the median from Western Avenue to Fairview Avenue. Widening the median results in moving the roadway travel lanes 15 to 30 feet closer to the right-of-way limits. The analysis of predicted build and no-build traffic noise levels resulted in the conclusion that expanding the median the distance required to accommodate LRT, would result in at most a one decibel increase in noise levels at the closest receiver sites. This increase would not be noticeable to most segments of the population.

Vegetation, Wildlife and Wetlands

There are no significant impacts to vegetation or wildlife expected along any of the three alignment options for the Midway Corridor. A Department of Natural Resources (DNR) designated wetland is located adjacent to the BN/Pierce Butler Alignment near Transfer Road. The construction of LRT on this alignment is not expected to require any filling, excavation, or changes to the course, current, or cross-section of this wetland. Therefore, no mitigation is required.

Soils

Since the LRT is electrically powered and does not generate significant hazardous wastes, soil impacts are confined primarily to disruption of existing contamination sites in the corridor area. Potential soil contamination sites were identified for the corridor area based on a file evaluation of Minnesota Pollution Control Agency (MPCA) records.

Potential Soil Contaminations Sites (within 0.5 miles of Alternative Alignment)

BN Pierce Butler Route	19
University Avenue	21
Soo Line/Interstate 94	9

There are a number of mitigation techniques for soil contamination sites including landfarming, thermal treatments, encapsulation, and incorporation into Class 5 Aggregate.

Runoff/Receiving Waters

Because of the developed urban nature of the area and only minimal increases in storm water runoff from the LRT and park-and-ride lots, it not expected that any of the LRT alignments will have a significant impact on runoff and receiving waters.

Land Use

Preliminary analyses of development potential revealed that there will not likely be any significant development pressures along either the Burlington Northern/Pierce Butler Route Alternative of Soo Line/Interstate 94 Alternatives. Therefore, it is expected that land use and character of the area would remain essentially the same. There may be some limited potential for development at station locations along the University Avenue alignment. Since the University Avenue area includes primarily

commercial development at present, any change associated with LRT is not expected to change the character of the area.

Cultural Resources

All of the sites in the corridor that are on, nominated to, or potentially eligible for the National Register of Historic Places and/or locally designated as significant by the Heritage Preservation Board, have been identified. It is assumed that a site is impacted by an LRT alignment if: all or part of the property is destroyed, the property is isolated from its surrounding environment, visual or audible intrusions would result, property is neglected and not maintained, the property is transferred or sold without adequate restrictions regarding preservation, maintenance or use.

	<u>Alignment Construction</u>		<u>Park-and-Ride Construction</u>	
	<u>Known</u>	<u>Unevaluated</u>	<u>Known</u>	<u>Unevaluated</u>
BN/Pierce Butler Route	0	0	0	11
University Avenue	0	0	1	20
Soo Line/Interstate 94	0	0	1	49

Parkland

The LRT alignments could have some impact on corridor area parks in terms of access, user safety, visual impact, and projected proximate development.

	<u>Number of Parks Impacted</u>
BN/Pierce Butler Route	5
University Avenue	4
Soo Line/Interstate 94	2

Impacts to parkland can be mitigated by avoiding any encroachment on parks, planting additional trees and shrubs along the LRT line, and careful design of LRT stations and parking areas.

Economic Development

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

1. Construction of the LRT can be expected to have short-term negative impacts. These impacts are generally not deemed severe.
2. LRT is expected to have a small, positive long-term impact upon existing uses and new development opportunities.
3. 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.
4. 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 (Basile, Baumann, Prost, Inc.) cannot identify a clearly preferred alignment on the basis of economic impacts.

On-Street Parking

In locations where LRT would be constructed within existing street right-of-way, use of the available width was examined. The LRT cross-section, maintenance of existing traffic carrying capacity and adequate sidewalk width were given priority. In many cases, especially along University Avenue, it was necessary to eliminate on-street parking. In most cases it was determined, in consultation with local planning and public works staff, that the lost parking should be replaced in off-street lots. The amount of displaced parking is shown in the table.

Number of On-Street
Parking Spaces Displaced

No Build	N/A
BN/Pierce Butler Route	N/A
University Avenue	1,100
Soo Line/Interstate 94	75

Visual

The assessment of visual impacts for the Midway Corridor examined the potential changes in the existing visual environment which would result from the implementation of LRT service. Positive visual impact occurs when the presence of LRT contributes to the overall ambiance of an area. The poles and overhead wires needed to supply electrical power to the LRT vehicles are considered by some to be visually unattractive.

The BN/Pierce Butler Route would include some visual impacts to adjacent residences primarily along the Pierce Butler, Minnehaha Avenue, and Como Avenue portions of the alignment. The Soo Line/Interstate 94 would also have some visual impact to residences along the Soo Line portion of the alignment. This portion of the alignment had previously been an active railway and would be similar in appearance to the proposed LRT line. The University Avenue Alternative is located along an existing transportation corridor and may have a positive visual impact in terms of streetscape improvements and activity.

Employment

Short-term (three-year) construction jobs and permanent jobs were estimated.

	<u>Employment Impacts</u>	
	<u>Net Change in Employment</u>	
	<u>Temporary</u>	<u>Permanent</u>
	<u>Jobs</u>	<u>Jobs</u>
NoBuild	Base	Base
BN/Pierce Butler	820	90
University Avenue	870	90
Soo Line/Interstate 94	1,060	95

FINANCIAL CHARACTERISTICS

LRT Ridership

LRT Ridership forecasts have been prepared by the Metropolitan Council of the Twin Cities area for each of the LRT alignments in the Midway Corridor. The forecasts are for the Year 2010. These forecasts were prepared for a stand-alone light rail line between Downtown Saint Paul and Downtown Minneapolis. They do not include the effect on ridership of additional LRT lines entering the two downtowns from other corridors.

MIDWAY CORRIDOR DAILY TRANSIT RIDERSHIP FORECAST

Route	1988		2010 LRT Ridership		
	Base	All Bus	I-94/ Soo Line	University	BN/PB
Route 16 A/E University Avenue Bus	21,800	25,600	2,600	1,700	11,300
Route 94 B/D I-94 Express Bus	5,900	6,800	--	3,900	--
LRT	--	--	32,400	30,000	24,300
Sum	27,700	32,400	35,000	35,600*	35,600*
New Transit Riders (LRT Compared to 2010 All Bus)			3,000	2,200	2,500

* Includes diversions from bus routes outside the corridor

LRT Capital Cost

Capital cost estimates for each of the three LRT alternatives have been prepared. The capital costs include LRT track, stations, and equipment for the entire Midway Corridor from Oak Street in Minneapolis to Union Depot in Downtown Saint Paul.

MIDWAY CORRIDOR LRT

CONCEPTUAL CAPITAL COST ESTIMATE SUMMARY
(Mid-1981 dollars in millions)

	University Avenue	BN/Pierce- Butler	Soo Line/ I-94	Downtown St. Paul
1. LINE SEGMENTS CONSTRUCTION				
1) Right-of-Way Acquisition/ Relocation, General	5.2 (Note 4)	8.2	5.5	0.6
2) Right-of-Way Acquisition/ Park-and-Ride	6.5	4.8	10.6	0.0
3) Utility Work	17.0	24.4	10.7	2.1 (Note 1)
4) Guideways	25.9	25.5	38.8	4.7
5) Non-Recurrent Items	12.2 (Note 4)	2.2	21.1 (Note 6)	4.0 (Note 1)
6) Stations	21.8	15.0	15.0	5.2
7) Parking at Stations	2.0	5.7	4.8	0.0
SUB-TOTAL, LINE SEGMENTS	90.6	85.8	106.5	16.6
2. SYSTEMWIDE CONSTRUCTION				
1) Trackwork	12.7	11.4	10.3	4.5
2) Electrification	16.9	10.9	10.7	2.6
3) Signals/Train Control	4.9	6.6	6.8	0.3
4) Communications (Note 2)	2.2	2.0	2.0	0.4
5) Fare Collection	1.5	0.8	0.8	0.5
6) Light Rail Vehicles (Note 5)	18.7 (11 LRV)	27.2 (16 LRV)	23.8 (16 LRV)	0.0
SUB-TOTAL, SYSTEMWIDE	56.9	58.9	54.4	8.3
3. SUB-TOTAL, CONSTRUCTION COST	147.5	144.7	160.9	24.9
4. CONTINGENCIES (20%)	29.5	28.9	32.2	5.0
5. SUBTOTAL	177.0	173.6	193.1	29.9
6. ENGINEERING & MANAGEMENT (20%)	35.4	34.7	38.6	6.0
7. TOTAL CONSTRUCTION COST	212.4	208.4	231.7	35.9

NOTES:

- Utilities relocation estimate for downtown Saint Paul includes a two-foot-thick slab constructed over existing utilities. If all utilities are relocated from under the LRT tracks, the relocation costs would be \$17 million, plus contingency and engineering & management. The LRT implementation agency may not be responsible for all utility relocations.
- Does not include any CCTV, which could add up to \$4 million, depending on alignment selected.
- Includes allowance for transit mall/pedestrian enhancement (101,200 square feet at \$40 per square foot), and replacement parking (102 spaces at \$10,000 per space).
- Does not include improvements necessary to mitigate air quality and traffic impacts.
- Vehicle requirement given assumes the vehicles needed to provide the service between the Minneapolis CBD and the University of Minnesota are in place. Spare LRV's are included. Cost of \$1.7 million per LRV includes spare parts. Yard and shop costs are not included.
- Estimated cost of I-94 freeway construction from Fairview to Western is \$37 million (1991 dollars). Mn/DOT programmed construction cost of this segment under REMAP is \$15 million (1988 dollars; estimated cost in 1991 dollars is \$18 million). Difference of \$19 million is included in this item.

LRT Operating Cost

Based on LRT alignment and station plans, system standards, and the ridership forecasts, an LRT operating plan has been developed for each alternative. Based on the operating plan, annual LRT operating costs are estimated. The estimate is for a downtown-to-downtown service.

	Annual LRT Operating and Maintenance Cost
BN/Pierce Butler Route	\$7.7 million
University Avenue	\$8.0 million
Soo Line/Interstate 94	\$7.0 million

Net Change in Vehicle Miles of Corridor Bus Service

The net change in vehicle miles of the corridor bus service is a measure of the efficiency with which corridor transit service is provided. Since each alternative provides about the same level of transit service, a reduction in bus miles represents more efficiently provided service.

	Net Decrease in Daily Vehicle Miles of Corridor Bus Service
BN/Pierce Butler Route	4,837
University Avenue	5,969
Soo Line/Interstate 94	5,416

Net Change in Operating and Maintenance Cost for Corridor Bus

Based on the change in vehicle mileage for corridor bus service, an estimate of the change in operating cost for the bus system component of the overall transit system has been estimated for each of the LRT alternatives.

Net Decrease in Annual Operating/
Maintenance Cost
For Corridor Bus

No Build	Base
BN/Pierce Butler Route	\$5.9 million
University Avenue	\$7.3 million
Soo Line/Interstate 94	\$6.7 million

Capital Cost of Buses

The number of buses that would be required to operate the feeder bus and regular route buses for each of the alternatives has been estimated by the MTC. A capital cost of \$168,000 per bus has been used to estimate the difference in capital cost.

Net Change in
Capital Cost of Buses
(1991 \$'s)

No-Build	Base
BN/Pierce Butler Route	-\$11,088,000
University Avenue	-\$10,080,000
Soo Line/Interstate 94	-\$10,080,000

MIDWAY CORRIDOR LRT COMPARISON OF ALTERNATIVES

PHYSICAL CHARACTERISTICS

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
• Route Length				
– Oak/Washington to Union Depot	N/A	8.1	7.7	8.1
– 7th/Marquette to Union Depot in St. Paul	N/A	11.4	11.0	11.4
• Number of Stations				
– Oak Street to Union Depot in St. Paul	N/A	11	18	11
• Peak Hour Travel Time				
– Oak Street to 6th/Cedar in St. Paul	Bus 16A - 39 * Bus 94B - N/A Bus 94D - N/A	23	27	18
– 7th/Marquette in Minneapolis to 6th/Cedar in St. Paul	Bus 16A - 55 * Bus 94B - 37 * Bus 94D - 27 *	35	39	30
• Number of Light Rail Vehicles (CBD-to-CBD Service)	N/A	26	21	24
• Number of Buses	180	114	120	120
• Park-and-Ride Spaces (estimated)	N/A	2,000	700	1,700
• Local to Local LRT Trips	N/A	2,400	3,000	3,200
• Local to Downtown LRT Trips	N/A	14,600	18,000	19,400
• Downtown to Downtown LRT Trips	N/A	7,300	9,000	9,800

* Assumes schedule and delay remains same as present bus.

**MIDWAY CORRIDOR LRT
COMPARISON OF ALTERNATIVES**

TRANSPORTATION SERVICE IMPACTS

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
• Coordination with Regional LRT System	N/A	Consistent with Regional System Objectives	Least Consistent with Regional System Objectives	Consistent with Regional System Objectives
• Coordination with Other Transportation Projects	N/A	Project follows U of MN Transitway Construction. No significant impact.	No major projects affected.	Project could be coordinated with the Mn/DOT reconstruction of I-94
• Intersection Levels of Service (Number of intersection forecast to operate at Level of Service E or worse, PM peak hour, 2010)	12	11	14	12
• Local Accessibility	N/A	Some access restrictions, Pierce, Butler, Minnehaha, Como and Rice	Some access restrictions, University Avenue at 1/8 and some 1/4 mile points	Some restrictions on Ravoux Street
• Neighborhood Traffic Impacts	N/A	600 - 1,500 additional trips per day on neighborhood streets	Minor rerouting of local trips to open intersections.	Minor rerouting of some trips on Ravoux Street
• Decrease in Daily Vehicle Miles of Travel (VMT)	Base	20,300	17,800	24,300
• Anticipated Frequency of Transit Service	6 to 30 minute headways	7.5 - 30 minute headways	7.5 - 30 minute headways	7.5 - 30 minute headways
• Impacts on Transit Dependents	N/A	No areas with high concentration of transit dependents near proposed stations	Directly serves concentrations of transit dependents along University Avenue	Serves concentrations of transit dependents south of University Avenue

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
LRT Bus Transfers				
Daily		12,100	12,300	18,900
Peak Hour		2,000	1,850	3,,900

MIDWAY CORRIDOR LRT COMPARISON OF ALTERNATIVES

ENVIRONMENTAL IMPACTS

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
• Right-of-Way Cost (1991 \$'s) - Park-and-Ride - LRT Construction - Downtown	N/A	\$ 4.8 million \$ 8.2 million \$ 0.6 million	\$ 6.5 million \$ 5.2 million \$ 0.6 million	\$ 10.6 million \$ 5.5 million \$ 0.6 million
• Air Quality		Slight improvement	Air quality impacts at Lexington and Snelling unless mitigated	Slight improvement
• Noise	N/A	Passby impact on 4-140 d.u.'s, 1-6 acres park, 0-1 commercial properties	Passby impact on 0-3 d.u.'s, 0-2 acres park, 0-3 commercial properties	Passby impact on 1-61 d.u.'s, 1-2 acres park
• Vegetation, Wildlife and Wetlands	N/A	No Impact	No Impact	No Impact
• Soils (known or potentially contaminated sites within 0.5 miles of alignment)		19	21	9
• Runoff/Receiving Waters	N/A	No Impact	No Impact	No Impact
• Land Use	N/A	No significant changes to character of area	Some potential for increased density around stations	No significant changes to character of area
• Cultural Resources Impacts associated only with development of park-and-ride lots	N/A	Evaluation of potential needed on 11 structures	One site with known potential. Evaluation of potential needed on 20 structures.	One site with known potential. Evaluation of potential needed on 49 structures.
• Parkland	N/A	5 impacted	4 impacted	2 impacted

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
• Economic Development	Base	Small long-term positive effects	Small long-term positive effects, short-term negative impacts	Small long-term positive effects
• On-Street Parking	N/A	No Impact	1,100 on-street spaces replaced.	75 on-street spaces replaced.
• Visual	N/A	Some visual impacts for adjacent residences	Reinforces image of busy commercial street. Potential negative impact of overhead wires	Some visual impacts to adjacent residences along Soo Line portion of the alignment
• Employment (Net change in number of jobs) Short-term Long-term	Base Base	820 90	870 90	1,060 95

**MIDWAY CORRIDOR LRT
COMPARISON OF ALTERNATIVES**

FINANCIAL CHARACTERISTICS

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
• 2010 Daily LRT Passengers	N/A	24,300	30,000	32,400
• Capital Cost (\$1991) (Oak/Washington--St. Paul CBD)	N/A	\$244.3 million	\$248.3 million	\$267.6 million
• Annual LRT Operating Cost (\$1991) (CBD to CBD)	N/A	\$ 7.7 million	\$ 8.0 million	\$ 7.0 million
• Net Change in Vehicle Miles of Corridor Bus Service (Regular Route and Feeder Bus)	Base	-4,837	-5,969	-5,416
• Net Change in O/M Cost (\$1991) for Corridor Bus Service (Regular Route and Feeder Bus)	Base	-\$ 5.9 million	-\$ 7.3 million	-\$ 6.7 million
• Net Change in Capital Cost of Buses (\$1991) (Regular Route and Feeder Bus)	Base	-\$ 11.1 million	-\$ 10.1 million	-\$ 10.1 million

November 1, 1990

CAPITOL AREA COMPARATIVE ANALYSIS OF SURFACE AND TUNNEL LRT

GENERAL COMMENTS

The following analysis was developed using the following assumptions: 1) that a station on Cedar Street at Eleventh Street would be provided under both the surface and tunnel alignment options; 2) that both the University Avenue and Burlington Northern/Pierce Butler alignment alternatives would include a station near the Transportation Building on Rice Street; 3) that the I-94 alignment would include a station in the Sears parking lot between Rice and Marion; and 4) that the new Mall Plans represent the CAAPB's adopted design policy which is to guide all future development.

The comments, impacts, and considerations outlined in the following analysis apply to the current Mall design and, in many cases, to the new Mall Plans as well. In cases where the impacts or considerations with respect to the new Mall Plan would differ from those associated with the existing conditions, separate bullet points have been included in **bold** type which address the effects upon the new Mall Plan.

With respect to the issue of compatibility with the CAAPB's comprehensive plan, as well as with plans for the new Mall design, the design of the LRT components (stations, catenary support poles, structural features, roadbed, streetscape improvements) will be a crucial consideration for either a surface or a tunnel alignment. Poor design could render a solution under either option incompatible with these plans.

In order to compare travel time and cost estimates, the reference points used were the centerline of Marion Street to the centerline of the Cedar Street Bridge.

CRITERIA	<u>SURFACE (Figure 1)</u>		<u>TUNNEL (Figures 2 and 3)</u>	
	PRO	CON	PRO	CON
URBAN DESIGN				
o Capitol Area and Mall Urban Design Impacts	COMMENTARY: Plans for a new Cedar Street Bridge across I-94 have been approved and funds have been allocated for implementation.			
	COMMENTARY: Station location and design will have an impact on the imaginability of the Capitol Area.			
	COMMENTARY: Plans have been developed, but not approved by the CAAPB, for the reconfiguration of the Transportation Building parking areas. These plans may be impacted by plans for LRT along Rice Street.			
	- Relocation of driveways for surface parking lots along 12th Street may be required. Potential loss of parking stalls within lots. - Need to re-examine planned entrances to parking lots along 12th Street under new Mall Plan.	- Station centrally located in the Capitol Area. - Opportunity to integrate the station with the current pedestrian tunnel system. - Opportunity to integrate LRT structural features (station entrances, elevators, ventilation shafts) with future Mall design.	- Structural features associated with LRT need to be located on the Capitol Mall and may limit design flexibility. - The need to integrate the LRT structural features with the new Mall design will have an impact on design considerations. - Tunnel portal at Cedar Street would impact design considerations.	

SURFACE (Figure 1)

TUNNEL (Figures 2 and 3)

CRITERIA

PRO

CON

PRO

CON

URBAN DESIGN (Continued)

o Capitol Area and Mall
Urban Design Impacts
(continued)

- If LRT is located along Rice Street, the landscaped edge of the Capitol Area would be lost unless additional land is acquired on the west side of Rice Street.
- If LRT is along Rice Street, need to examine circulation and configuration of Parking Lots D and F. Loss of 50 parking stalls.
- If LRT is along Rice Street, possible need to signalize Fuller Avenue intersection as main entrance to Sears lot and only entrance to Department of Transportation parking lot.
- Elimination of vehicular drop-off along 12th Street in front of Veterans Service Building.
- Relocation and reconfiguration of sidewalks, landscaping, and parking areas along 12th and Rice Streets.
- **Need to reconsider design of new Mall along 12th Street.**
- Obstruction of planned pedestrian ways along Cedar Street at 12th Street intersection.

SURFACE (Figure 1)**TUNNEL (Figures 2 and 3)****CRITERIA****PRO****CON****PRO****CON****URBAN DESIGN (Continued)****o Visual Impacts**

COMMENTARY: Power for the light rail vehicles will be supplied via overhead electrified catenary wires. The service poles are proposed to be spaced 200 feet apart on the straight portions of the alignment and more closely spaced on curves, with the exact spacing dependent on the radius of the curve. A single, center pole nearly 20 feet in height can be used on straight portions of the alignment, while a dual side pole arrangement is needed on curves.

COMMENTARY: Overhead lines will be visible along the length of the surface alignment. It should be noted that optimum spacing of poles cannot be accomplished anywhere along 12th Street.

COMMENTARY: Overhead lines will not be visible within the tunnel portion of the alignment.

COMMENTARY: The introduction of the LRT roadbed onto the new Cedar Street Bridge may result in conflicts with the intended visual function of the bridge as a focal point and processional entrance to the Capitol Area. The potential disruption to the bridge's planned landscaped median may also result in visual impacts.

COMMENTARY: The location and design of the station at Eleventh and Cedar will have an impact on views toward the Capitol Building and the visual perception of Cedar Street as a gateway to the Capitol Area.

- More opportunities for LRT patrons to view the Capitol Building from vehicles along 12th Street.

- Impacts on cross-street views at station locations.

- Visual impacts of catenary wires and poles along periphery of Capitol Area.

- The need for a 90-degree turn onto 12th Street immediately north of the Cedar Street Bridge would result in an increase in the number of support poles and the amount of catenary wires at this intersection, thus impacting views through this intersection and conflicting with the new bridgeheads.

- Visual disruptions resulting from LRT vehicles and catenary wires are reduced within the boundaries of the Capitol Area.

- Visibility of Capitol Building and Mall is limited for LRT riders.

- Views of tunnel portals, especially toward the Capitol Building, may be disrupted.

- Tunnel portal will displace portions of the Cedar Street landscaped median and may diminish the visual significance of the grass medians.

SURFACE (Figure 1)TUNNEL (Figures 2 and 3)

CRITERIA	PRO	CON	PRO	CON
PUBLIC ACCESS				
o Handicapped and Elderly Access	COMMENTARY: Current grades on the Mall do not meet handicapped accessibility standards.		COMMENTARY: Access to station provided via escalators and elevators.	
	COMMENTARY: Access to platforms provided via ramp.		- Opportunity for direct access to pedestrian tunnel system.	
o Ridership	- In general, ridership can be expected to decrease with slower travel times. Thus, system-wide ridership could be expected to be somewhat less when compared to the tunnel option.		- In general, the faster travel time of a tunnel alignment versus a surface alignment could be expected to have a positive impact on ridership on a system-wide basis.	
			- Central station location is more accessible and may result in increased ridership for Capitol Area patrons.	
o Pedestrian Impacts	- Narrowing of sidewalks along alignment and at station.		- Opportunity to directly access the existing pedestrian tunnel system.	
			- May require modifications to existing pedestrian tunnel system.	
o Interface with Bus System	- Access on same level as bus stops for bus transfers.		- Centralized station reduces need for crossing streets to access major public buildings.	
			- Cedar Street portal may impact pedestrian access across Cedar Street at Columbus Avenue.	
			- Access will require a change in levels for bus transfers.	

SURFACE (Figure 1)TUNNEL (Figures 2 and 3)

CRITERIA

PRO

CON

PRO

CON

LAND USE AND DEVELOPMENT

o Potential Development Impacts

COMMENTARY: The Eleventh Street station, which is common to both alternatives, could facilitate opportunities for both public and private sector development at this gateway to the Capitol Area.

- Opportunities for private sector redevelopment in proximity to station on the west side of the Capitol District may be improved.

- Centralized station location may improve service to future state office development on the east side of the Capitol Area as well as private development to the north and east.

o Impacts During Construction Phase

- Construction limited to periphery of the Capitol Mall.

- Some lane restrictions on through and cross streets would be required to accommodate construction of the LRT alignment.
- Sidewalks and access to some buildings may need to be rerouted during construction.
- Access to parking facilities would need to be rerouted during construction.

- Underground construction within the Capitol Mall would require special consideration of impacts on nearby buildings.
- Construction would necessitate demolition and reconstruction of portions of the Capitol Mall.
- Portions of the pedestrian tunnel system would be temporarily closed to accommodate construction.
- Some lane restrictions on through and cross streets would be required to accommodate construction of the LRT alignment.
- Access to some buildings may need to be rerouted during construction.
- Subsurface dewatering would need to utilize the storm sewer system.

o Scheduling, Timing and Coordination with other Projects/Plans

- LRT construction may provide an opportunity to begin implementing the new Mall design.

- Close coordination of design and funding for the new Mall Plan would be required.

CRITERIA	<u>SURFACE (Figure 1)</u>		<u>TUNNEL (Figures 2 and 3)</u>	
	PRO	CON	PRO	CON
TRANSIT OPERATIONS				
o Long-Term Flexibility	- Station and alignment modifications at a later time are easier.			- Station and alignment modifications are significantly more difficult.
o Personal Security	COMMENTARY: Security considerations for either the surface or tunnel alignment options must be integrated into the station design.		COMMENTARY: There are two competing philosophies with respect to personal safety considerations in tunnels. One holds that tunnels are safer because access to them can be controlled, while the other postulates that tunnels are less safe because there is less opportunity to escape in case of an emergency.	
o Schedule Reliability		- Possibility for motor vehicles to block the track and disrupt the schedule.	- Possibility of track blockage significantly reduced.	
o Traffic Impacts	COMMENTARY: Analyses of future (Year 2010) traffic volumes at major intersections along both the surface and tunnel alignment options indicate that vehicular traffic would operate at acceptable levels of service under either alignment option.			
		- Increased opportunities for accidents involving vehicles or pedestrians.		
		- To access the Soo Line/I-94 Corridor alignment (Figure 1), LRT would have to cross Rice Street in midblock, rather than at a signalized intersection.	- Significantly reduced risk for accidents involving vehicles or pedestrians.	- Some lane restrictions at tunnel portal location on University Avenue.
		- For the connection to the University Avenue or BN/Pierce Butler corridors (Figure 1), one left-turn lane would need to be eliminated at the intersection of Rice Street and University Avenue, which is already a busy intersection.		

SURFACE (Figure 1)TUNNEL (Figures 2 and 3)

CRITERIA

PRO

CON

PRO

CON

TRANSIT OPERATIONS (Continued)

o Travel Time

Vehicle travel time from Cedar Street Bridge to Marion Street:

- o Capitol alignment with connection to BN/Pierce Butler Route or University Avenue alignments = 4.0 minutes.
- o Capitol alignment with connection to I-94 alignment = 3.0 minutes.

o User Comfort and Convenience

- Easy orientation to Rice Street commercial areas.
- Higher street level visibility may contribute to greater recognition that LRT service is available within the Capitol Area.

- Surface station is more open to the environment.
- Poor orientation to the Capitol complex.

Vehicle travel time from Cedar Street Bridge to Marion Street:

- o Capitol alignment with connection to BN/Pierce Butler Route or University Avenue alignments = 2.2 minutes.
- o Capitol alignment with connection to I-94 alignment = 2.0 minutes.

- Opportunities for direct access to the pedestrian tunnel system.
- Climate controlled environment.
- Location in center of Capitol Mall allows for easy orientation to the Capitol grounds, State complex and immediate surroundings.

COSTS

o Estimated Capital Costs

Estimated total capital costs (excludes right-of-way costs)

- o Capitol alignment with connection to University Avenue or BN/Pierce Butler Route alignments = \$17,100,000.
- o Capitol alignment with connection to I-94 alignments = \$12,800,000.

o Estimated Operating and Maintenance Costs

Estimated annual operating and maintenance costs:

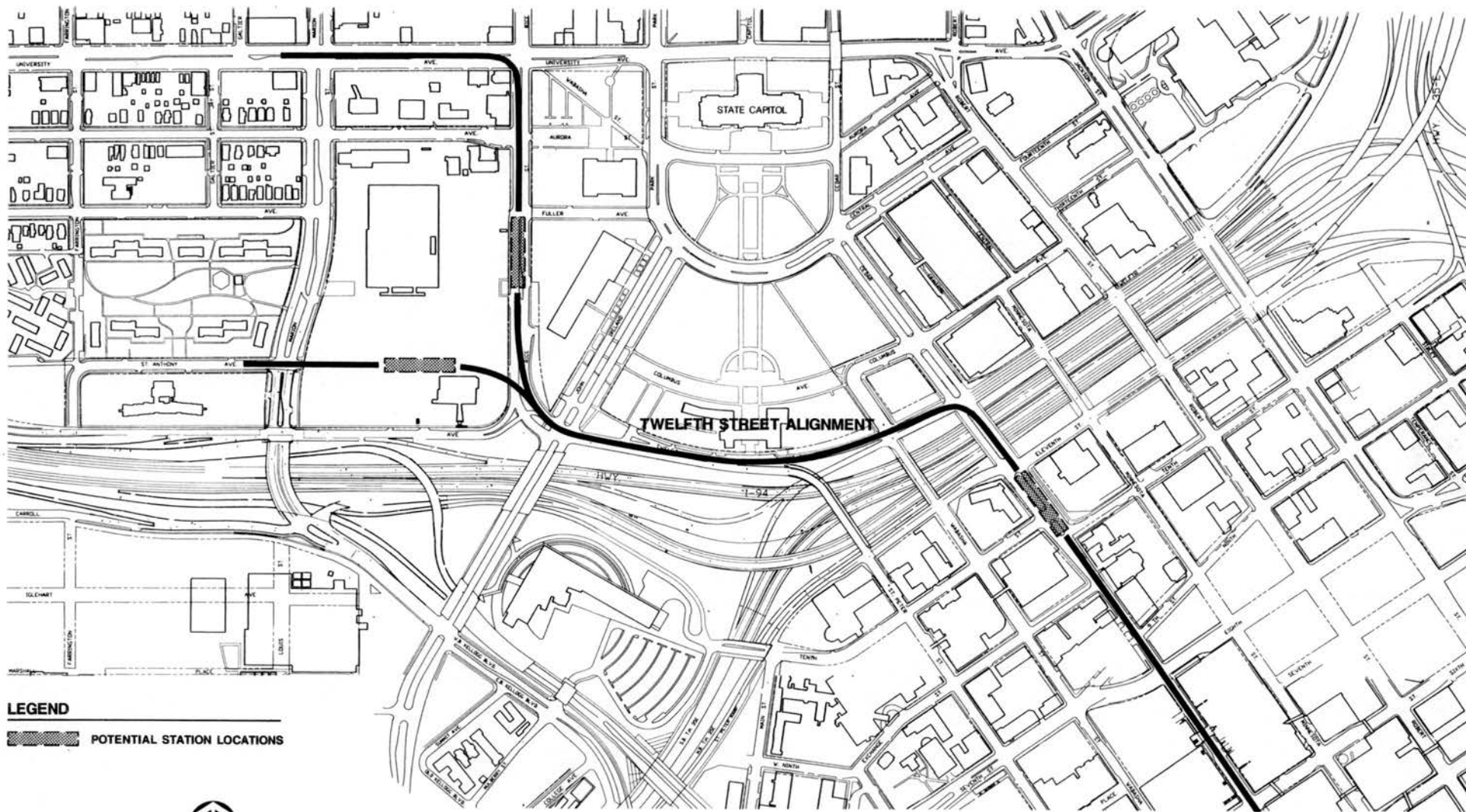
- o Capitol alignment with connection to the University Avenue alignment = \$964,000.
- o Capitol alignment with connection to the BN/Pierce Butler Route alignment = \$816,000.
- o Capitol alignment with connection to the I-94 alignment = \$695,000.

Estimated total capital cost (excludes right-of-way costs)

- o Capitol alignment with connection to University Avenue or BN/Pierce Butler Route alignments = \$56,200,000.
- o Capitol alignment with connection to I-94 alignment = \$52,800,000.

Estimated annual operating and maintenance costs

- o Capitol alignment with connection to the University Avenue alignment = \$803,000.
- o Capitol alignment with connection to BN/Pierce Butler Route alignment = \$769,000.
- o Capitol alignment with connection to the I-94 alignment = \$816,000.



LEGEND

 POTENTIAL STATION LOCATIONS

0' 200' 400' 600'
SCALE IN FEET

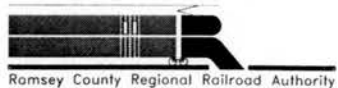
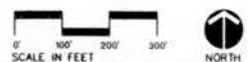
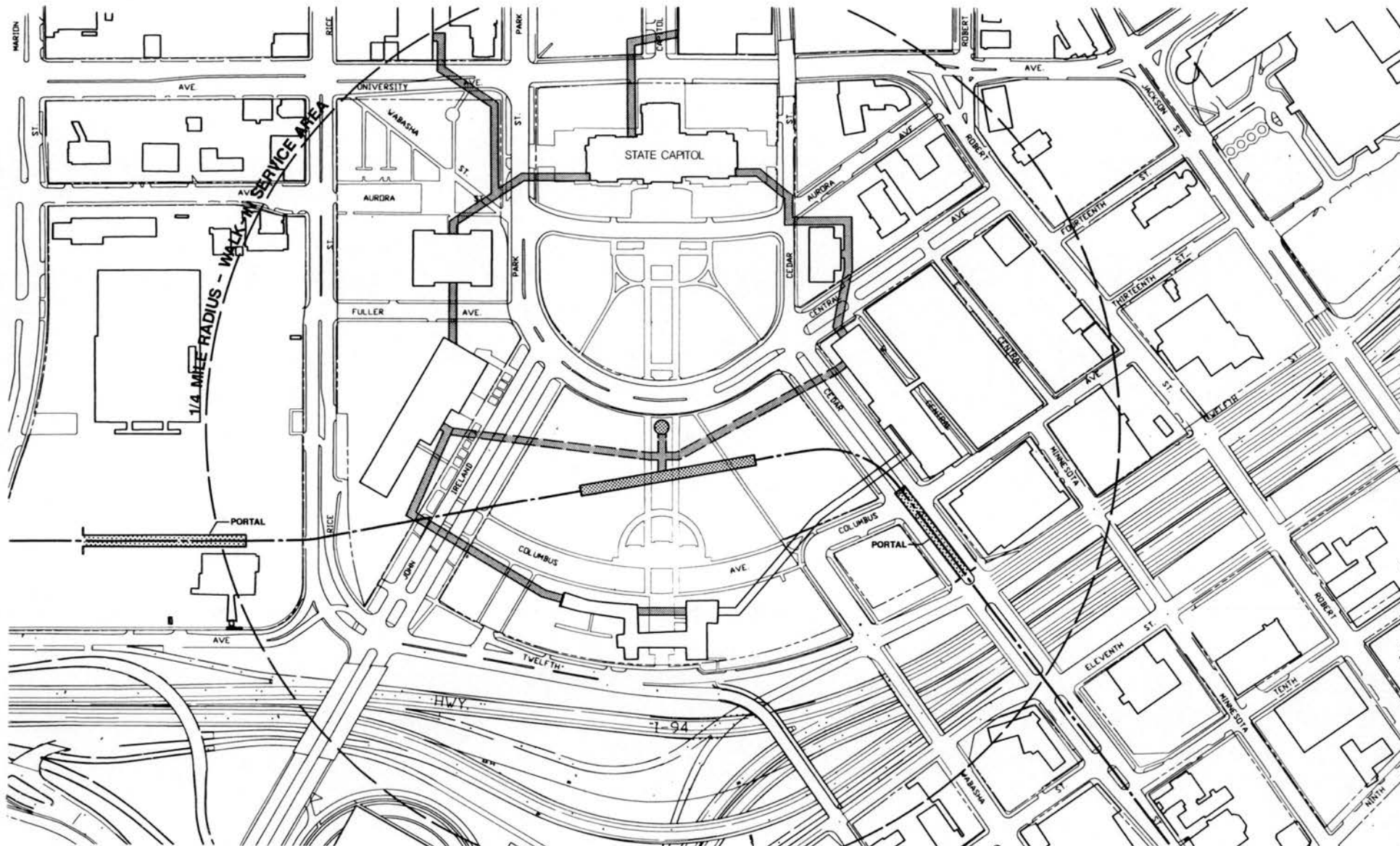


Figure 1

CAPITOL AREA LRT ALIGNMENT STUDY
RETAINED ALTERNATIVE-
TWELFTH STREET



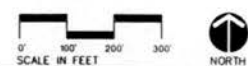
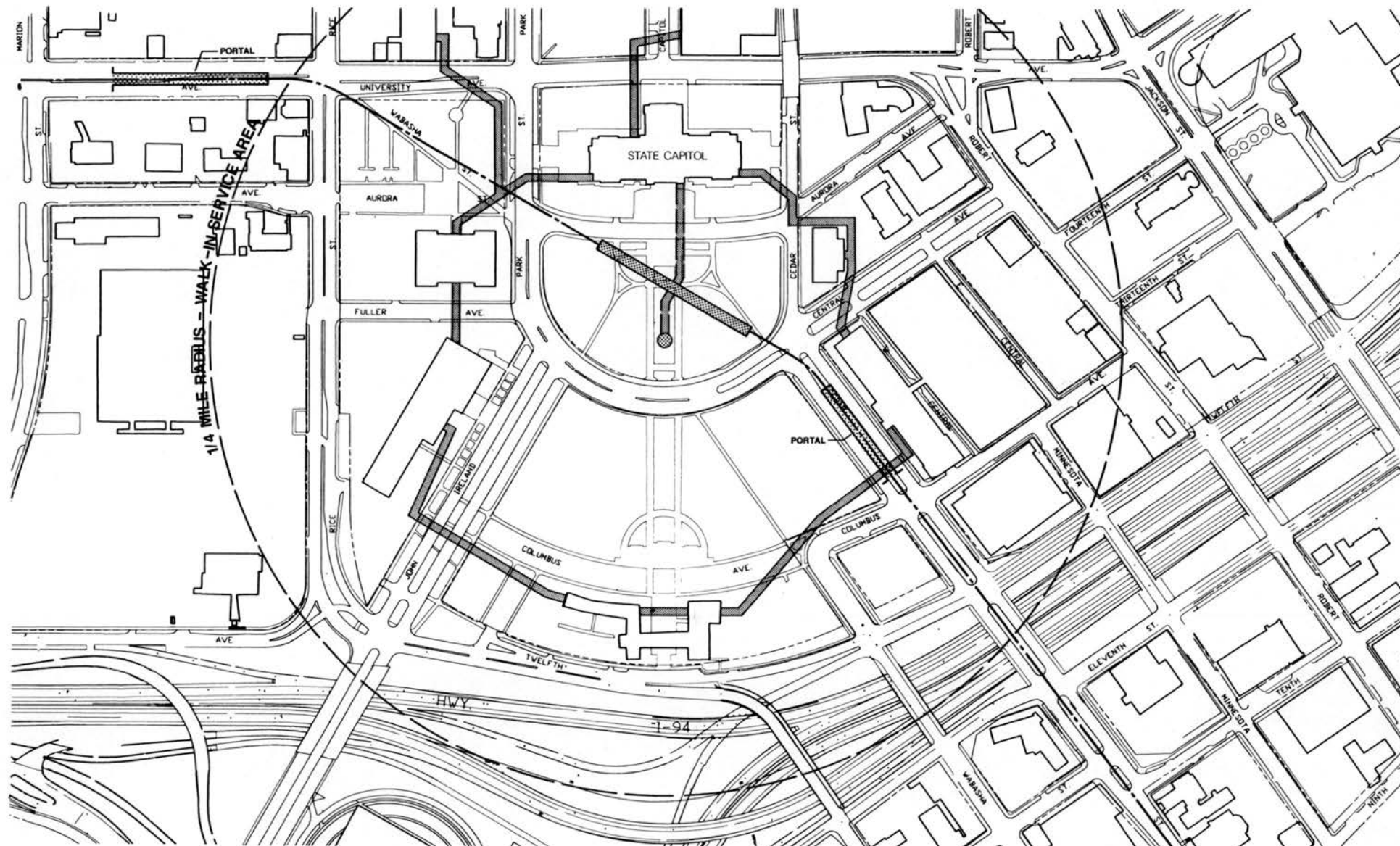
— CAPITOL AREA TUNNEL SYSTEM



Figure 2

BRW

CAPITOL AREA LRT ALIGNMENT STUDY
CAPITOL AREA SHORT TUNNEL STUDY



— CAPITOL AREA TUNNEL SYSTEM



Figure 3



CAPITOL AREA LRT ALIGNMENT STUDY
CAPITOL AREA SHORT TUNNEL STUDY

MINNESOTA STATUTES

Capitol Area Architectural and Planning Board

15.50 CAPITOL AREA ARCHITECTURAL AND PLANNING BOARD

Subdivision 1. (a) The legislature finds that the purposes of the board are to

- 1) preserve and enhance the dignity, beauty and architectural integrity of the capitol, the buildings immediately adjacent to it, the capitol grounds, and the capitol area;
- 2) protect, enhance, and increase the open spaces within the capitol area when deemed necessary and desirable for the improvement of the public enjoyment thereof;
- 3) develop proper approaches to the capitol area for pedestrian movement, the highway system, and mass transit system so that the area achieves its maximum importance and accessibility; and
- 4) establish a flexible framework for growth of the capitol buildings which will be in keeping with the spirit of the original design.

WORKSHEET
Capitol Area LRT Alignments

ARCHITECTURAL ADVISORS

October 31, 1990 evaluation

Criteria	Average Score	Preference
URBAN DESIGN:		
1) Capitol Area & Mall Urban Design Impacts	125	Tunnel
2) Visual Impacts	113	Tunnel
PUBLIC ACCESS:		
3) Handicapped and Elderly Access	100	N/A
4) Ridership	90	Tunnel
5) Pedestrian Impacts	72	N/A
6) Interface with Bus System	82	Surface
LAND USE & DEVELOPMENT:		
7) Potential Development Impacts	62	Tunnel
8) Impacts During Construction Phase	20	Surface
9) Scheduling, Timing & Coordination with other Projects/Plans	75	N/A
TRANSIT OPERATIONS:		
10) Long-Term Flexibility	19	Surface
11) Personal Security	78	N/A
12) Schedule Reliability	54	Tunnel
13) Traffic Impacts	74	Tunnel
14) Travel Time	62	Tunnel
15) User Comfort and Convenience	88	Tunnel
COSTS:		
16) Estimated Capital Costs	10	Surface
17) Estimated Operating and Maintenance Costs	27	Surface

EVALUATION CRITERIA
CAPITOL AREA LRT ALIGNMENTS
October 31, 1990

As Ranked by the Architectural Advisors:

- 1) Capitol Area & Mall Urban Design Impacts (125)
- 2) Visual Impacts (113)
- 3) Handicapped & Elderly Access (100)
- 4) Ridership (90)
- 5) User Comfort & Convenience (88)
- 6) Interface with Bus System (82)
- 7) Personal Security (78)
- 8) Scheduling, Timing, & Coordination (75)
- 9) Traffic Impacts (72)
- 10) Pedestrian Impacts (72)
- 11) Potential Development Impacts (62)
- 12) Travel Time (62)
- 13) Schedule Reliability (54)
- 14) Estimated Operating/Maintenance Costs (27)
- 15) Impacts during Construction Phase (20)
- 16) Long-term Flexibility (19)
- 17) Estimated Capital Costs (10)

BACKGROUND ON CAAPB ADVISORS'

ALIGNMENT WORKSHEETS

October 31, 1990

Regional Transit Board (RTB) budget estimates for LRT are as follows:

- 1) Midway Corridor (including shops, yard, two downtowns, Capitol Area and connecting Midway Corridor and University Segment) = \$400 million;
- 2) 85 mile system of 20 year plan = \$1.8 billion.

Considerations: Costs were evaluated in the context of the statutory purposes of the Capitol Area Board. Thus cost considerations were a low priority in the Advisors' evaluation, partly in recognition that appointed and elected officials will decide cost issues.

Worksheet: The worksheet validates preference for a Capitol Area tunnel alignment. However, the critical issue is not surface/tunnel, in the Advisors opinion.

The critical issue is station location--for service, image, and recognition that the station in the Capitol Area is central to St. Paul's role as Capital City.

Conclusion: A Capitol Mall station is the preference, and tunnel is the only route that gives us that option.

The CAAPB Advisors thus have a preference for a Central Mall Station and a tunnel through the Capitol Area. CAAPB also shall reserve its authority to make any final decisions once the E.I.S. process is complete.

PM:dlb
a:\paul\advmtgnt.o31

UNRESOLVED ISSUES IN PRELIMINARY DESIGN/EIS PLANNING PROCESS

1. Identification of method for cost sharing of LRT/I-94 roadway improvements.
2. Alignment/station locations in the Capitol area.
3. Design treatment of utilities in Downtown St. Paul.
4. Jurisdiction of University Avenue with the implementation of LRT.

KEY FINDINGS RELATIVE TO EVALUATION OF ALIGNMENT ALTERNATIVES

1. The number of discerning factors available to evaluate the three alignment alternatives is small. Many of the criteria show no differences or very small differences in the evaluation.

KEY FINDINGS (CONT'D)

2. Soo Line/I-94 alternative is most consistent with the regional LRT Plan:

- Adopted development and financial plan: 10-year plan uses the Central Corridor to connect the five Minneapolis radial corridors, two St. Paul radial corridors and St. Paul Northwest Corridor.
- Draft coordination plan states: the LRT system..."is conceptually a high speed, high capacity, moderate cost...Stations spaced approximately one mile apart."

BN/Pierce Butler is next most consistent, and University Avenue is least consistent.

KEY FINDINGS (CONT'D)

3. FINANCIAL FINDINGS INCLUDE

- The capital costs for the three alignment alternatives are within 10% and a 20% contingency was used.
- The bus operating cost savings for the build alternatives (\$5.9 - \$7.3 million) are approximately equal to the LRT operating costs (\$7.0 - \$8.0 million).
- The no-build alternative requires 180 buses versus 114-120 buses for the build LRT alternatives.

KEY FINDINGS (CONT'D)

4. The transportation service provided by the Soo Line/I-94 is slightly better than BN/Pierce Butler or University:
 - Total transit ridership is approximately equal.
 - Soo Line/I-94 has the highest LRT ridership.
 - Soo Line/I-94 attracts the highest number of new transit riders.
 - Soo Line/I-94 provides the fastest downtown-to-downtown travel time, 30 minutes versus 35 minutes for BN/Pierce Butler, and 39 minutes for University.
 - The people served and the types of trips served are approximately the same for the three alignments.

KEY FINDINGS (CONT'D)

5. UNIVERSITY AVENUE ALIGNMENT HAS THE MOST SEVERE ENVIRONMENTAL IMPACTS.

- Air quality violations at University/Lexington and University/Snelling.
- Six intersections along University Avenue will have level of service "E" or worse traffic operations, and six other intersections will also have traffic problems.
- The no-build and Soo Line/I-94 alternatives have nine intersections with traffic level of service problems.
- Mitigation of traffic and air impacts is difficult and costly.

KEY FINDINGS (CONT'D)

6. ECONOMIC/LAND USE IMPACT EVALUATION FINDINGS INCLUDE:

- Implementation of LRT has construction impacts that vary by alignment; they are more severe on University Avenue than the other alignments.
- LRT is expected to have positive, long-term impacts on existing uses and development opportunities. These impacts will be modest, and will be most positive for a University Avenue LRT alignment.
- 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.

TRANSPORTATION SITUATION IN THE TWIN CITIES

1. Travel demand is forecasted by the Metropolitan Council to grow from 38 to 48 million vehicle miles of travel per day.
2. Miles of congested regional highways will increase from 132 in 1986 to 206 in 2000.
3. Transit ridership has declined from 94 million annual rides in 1979 to 70 million in 1989.
4. Access is critical to economic activities.
5. Travel patterns in the metropolitan area are diverse.
6. No new freeways are planned in region, and widening existing freeways is very difficult.

REGIONAL STRATEGIES TO ADDRESS TRANSPORTATION SITUATION

1. Manage the freeway corridors: restrict access, incident management, etc.
2. Provide preferential lanes and/or access on regional facilities.
3. Implement a fixed guideway transit system to provide an alternative mode of transportation.

REQUIREMENTS FOR TRANSIT SERVICE TO ATTRACT USERS

1. Quality Image
2. Frequent Service
3. Reliable Service
4. Fast Service

BENEFITS OF LRT

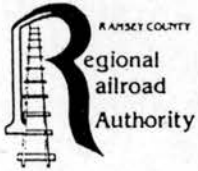
1. LRT is more cost-effective than an all-bus system. Operating ratios for LRT systems vary between 50-95%; bus systems vary between 24-40%.
2. LRT attracts more transit riders than a bus due to quality, speed and reliability. This ridership gain lasts for many years for new systems.
3. By attracting riders with a choice of travel modes, corridor roadway congestion is reduced, downtown congestion is reduced, and parking needs are reduced.
4. With an electric power source, positive environmental impacts result in air quality and energy consumption. LRT is also quiet.
5. Economic benefits include focusing of retail/office/residential development and enhancement of the long-term economic vitality of the region.
6. LRT offers people with special transit needs a new versatility, increased freedom of movement, and a higher quality access to the Metro area.

ANALYSIS AREAS THAT ARE DIFFICULT TO QUANTIFY

1. PATRONAGE FORECASTS

- Bus Travel Times in Year 2010
- Auto Operating Cost
- Quality/Reliability of Service
- Population/Employment Projections

2. ECONOMIC DEVELOPMENT



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, It is anticipated that the Draft Environmental Impact Statement will be released in late December, 1990. Ramsey County Regional Railroad Authority may indicate a preferred alternative for LRT in the Midway area and in the Capitol area, in addition to the alignment already indicated for the Downtown St. Paul area, in the Draft Environmental Impact Statement. The preferred alignment will not become final until after a public comment period, including hearings, and after Ramsey County Regional Railroad Authority Commissioners have reviewed information that is received during the comment period. It will be possible for Ramsey County Regional Railroad Authority, based on the information received during the public comment period, to make a final decision that differs from the recommended alternative in the Draft Environmental Impact Statement; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests that the Draft Environmental Impact Statement indicate that:

1. XXXXXXXXXX is the preferred alternative in the Midway Corridor for the following reasons:

A
B
C
D

2. XXXXXXXXXX is the preferred alternative in the Capitol Area for the following reasons:

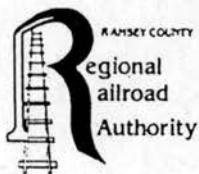
A
B
C
D

And Be It Further

RESOLVED, That the final selection of alternatives will not be made until Ramsey County Regional Railroad Authority has reviewed and considered all comments that are received during the review period for the Draft Environmental Impact Statement for LRT in the Midway Corridor.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

ITEM #9

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, An Environmental Impact Statement for the Midway Corridor is being prepared for Ramsey County Regional Railroad Authority and Hennepin County Regional Railroad Authority that addresses alternatives outlined in the Scoping Report adopted on April 24, 1990 by Ramsey County Regional Railroad Authority; and

WHEREAS, As part of the Midway Corridor Environmental Impact Statement process it was necessary to eliminate some alternatives and study others in greater detail; and

WHEREAS, On June 26, 1990, Ramsey County Regional Railroad Authority adopted a resolution that in the Environmental Impact Statement for the Midway Corridor:

1. On I-94 from the Soo Line intersection with I-94 to Rice Street, the alternative of LRT in the median of I-94 would be examined further.
2. On University Avenue from Oak/Washington to Rice Street, the alternative of 1/4 mile intersection spacing, 1/8 mile pedestrian crossing spacing and 1/2 mile station spacing would be examined further.
3. On Burlington Northern/Pierce Butler Route from Fourth Street to Raymond Avenue, the alternative of LRT adjacent to the University of Minnesota Transitway would be examined further.
4. On Burlington Northern/Pierce Butler Route from Raymond Avenue to Lexington Avenue, the alternative of LRT on Pierce Butler Route would be examined further; and

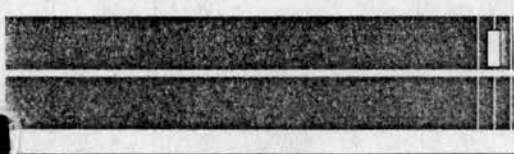
WHEREAS, On October 9, 1990, Ramsey County Regional Railroad Authority adopted a resolution that in the Capitol area, the preferred surface alignment for LRT is 12th Street/Cedar Street to compare to a preferred tunnel alignment with a station in the Capitol Mall; and

WHEREAS, On October 23, 1990, Ramsey County Regional Railroad Authority adopted a resolution that designated Cedar and Fourth Streets on the surface in Downtown St. Paul as the preferred location for LRT in the Draft Environmental Impact Statement for the Midway Corridor; and

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

file



Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

Ramsey County Regional Railroad Authority
316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman
District 3
Jane W. McCarty, Vice Chairman
District 1
arren 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, NOVEMBER 13, 1990

10:00 A.M. - LARGE CONFERENCE ROOM - 316

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of October 23, 1990
2. Chairman's Comments
3. ** Indication of preferred alignment for LRT in Midway Corridor and Capitol Area in Draft EIS
4. Update on Northeast Corridor Alignment Study - Discussion
5. Update on Light Rail Transit Coordination Plan - Discussion
6. * Ratify Partial Payment No. 12 to BRW, Inc. in the amount of \$213,660.52.
7. * Ratify Partial Payment No. 5 to SRF, inc. in the amount of \$19,494.68

* Action is requested.

** Action may be taken.

OFFICE OF THE EXECUTIVE DIRECTOR

RAMSEY COUNTY

SAINT PAUL, MINNESOTA

October 23, 1990

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, October 23, 1990, in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order at 10:32 A.M.

MEMBERS PRESENT: Chairman John Finley
Commissioner Duane McCarty
Commissioner Ruby Hunt (left meeting during Item 3)
Commissioner Diane Ahrens (entered during Item 2)
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Donald Salverda

Also Present: David MacMillan represented the County Attorney's Office
Terry Schutten, Kathryn DeSpiegelaere, James Van Houdt,
Ed Glaubitz, Robert Clarkson, Gary Simpson, James Walsh,
Sean F. Kelly, Gerg Mack, Karen Tero, Bill Buth, Patrick
O'Malley, James Tolaas, Jill Goski, Kathleen Peippo,
Thomas Foley, Donn Dexter, Frances Glendenning

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of October 9, 1990.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Board of the Ramsey County Regional Railroad Authority held on October 9, 1990, as written.

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

2. Chairman's Comments

Chairman Finley informed the Board that Commissioner Hunt will have to leave early due to a conflict of meetings, so he would like to move Item 5 up for discussion as the first item following the Chairman's Comments.

Chairman Finley pointed out at the RTB Meeting yesterday we were successful in getting funds for the Midway Corridor. As you know, the Legislature cut back the overall appropriation during the session, so we got \$1.1 million plus for the Midway Corridor which is a 50% match. In addition, we were able to successfully take \$375,000 from Hennepin County's proposed match for the Midway Corridor and spread it, \$75,000 for our South Corridor, \$200,000 for Dakota County for the South Corridor, and \$100,000 to Anoka for their Corridor. So, the RTB changed the staff's recommendation, reducing Hennepin County's allotment by \$375,000. This was approved on a ten to one vote, with Jeff Spartz in the minority. The money went from Hennepin County, so we got an extra

\$75,000 for our South Corridor, but also Dakota County has the opportunity now to really take the lead on that South Corridor which we encouraged them to do, as most of it is in Dakota County. St. Paul will be receiving the benefits of this corridor being in place, so we actually got \$275,000 of the \$375,000 for our corridor.

Other than this information Chairman Finley did not have any further comments. He mentioned last time on the Downtown Forum that we had a very good turnout. Ms. Goski did a super job on the slide presentation, and we had a lot of people there, and the response was excellent. We will get to this designation in a moment.

At this time Chairman Finley moved No. 5 ahead for discussion. This is the LRT Coordination Plan. However, the minutes of this discussion will appear in the normal agenda order.

3. Designate Cedar and Fourth Streets as the preferred location for LRT in Downtown St. Paul for purposes of Draft Environmental Impact Statement for Midway Corridor

Chairman Finley suggested that the resolution for this designation should include "on the surface".

Bill Buth from the BOMA is here, Chairman Finley said, and he is on the Downtown Task Force. Mr. Buth has been very kind in setting up several meetings with the individual property owners between Ms. DeSpiegelaere, the individual property owners and managers, which Chairman Finley thinks has served to build the consensus in the downtown area of how this should be done. He called on Mr. Buth to address the Board if he wished to do so.

Mr. Buth thinks they have exhausted this topic once the people who are on Cedar and Fourth Street, they have had a number of meetings, about thirteen of them, there are still some concerns that are left. It is not peer perfect, but they believe that Cedar and Fourth Street provides the best for downtown St. Paul. They are confident that some of those small imperfections can be dealt with, and that all of the people down here will be benefitting from this.

Commissioner Schaber would like to know if Mr. Buth is comfortable with the process, and how this decision was arrived at.

Mr. Buth does not think that he has been involved in anything in the last seventeen years with the BOMA that has had the process laid out and dealt with as this particular topic has. There has been ample opportunity for anybody and everybody, both lay and elected, to sit down around a table and discuss, talk, argue, form a consensus, the ability of the staff to go out to them, he does not know what else you could do.

Commissioner Schaber said there have been comments that this was not done correctly, and he wanted Mr. Buth's opinion, and that you are comfortable with it is fine.

Mr. Buth added, the people who were to either gain or suffer it would probably from his vantage point would be the people who own property along Cedar and Fourth Street, and there have been a number of opportunities for them to participate.

Chairman Finley thanked Mr. Buth for going the extra mile, not only participating on the Task Force as a member, but to aid us in cutting through and being able to talk to the proper people because oftentimes, as you know, building owners and managers will send someone that really does not have the say to sit on the task force. You have been able to arrange meetings with the powers that be that are going to be the decision makers, who are going to have to go to their Boards of Directors, and say this is what is going to happen. That has been a big benefit to our staff, and he wants to thank Mr. Buth for that. These building owners and managers may not like it, but they have ample opportunity to work it out. The good part about it is that, again, the goal has been a positive goal. This was not a matter of second guessing, and throwing roadblocks everywhere. He thinks that the consensus of the downtown business people was, if it is going to come, let's see how we can make it work the best for the most. That is a great position to start from, and Chairman Finley believes that is what they have done, and the business community, the Chamber, and BOMA are to be complimented on this.

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

WHEREAS, Ramsey County Regional Railroad Authority recommended in its Comprehensive LRT Plan that six streets in Downtown St. Paul, St. Peter, Cedar, Minnesota, Fourth, Fifth and Sixth, be considered for LRT; and

WHEREAS, Ramsey County Regional Railroad Authority has adopted resolutions that:

- R90-71
1. The combination of Cedar and Fourth Streets is the preferred street-level location for LRT in Downtown St. Paul; and
 2. The combination of St. Peter and Sixth Streets is the preferred location for a tunnel in downtown St. Paul; and
 3. A comparison of tunnel and street-level alternatives would be conducted; and

WHEREAS, The results of the comparison were analyzed and the Downtown LRT Task Force recommended that LRT on Cedar and Fourth Streets, rather than in a tunnel, is preferred for Downtown St. Paul; and

WHEREAS, The recommendation was reviewed with affected property owners in individual meetings and at a Downtown LRT Forum on October 11; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority designates Cedar and Fourth Streets at street level in Downtown St. Paul as the preferred location for LRT in the Draft Environmental Impact Statement for the Midway Corridor.

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

*Commissioner Hunt had left the meeting during the discussion of this matter.

4. Authorize acquisition of Burlington Northern right of way in St. Paul and Maplewood by eminent domain.

Chairman Finley said David MacMillan is here, and this request is coming as a result of not being able to negotiate.

Mr. MacMillan addressed the Board, progress has been very, very slow. There has not been resistance, it is just there has been no action.

Commissioner Schaber commented that the City had given us a deadline or else they were going to buy it. We have not really determined which of the lines we want to go on, should we move ahead with this at this time, or should we just keep negotiating until we hopefully can make a more formal decision as to what we are going to do.

Commissioner Norgard had a question, when we first started talking about it, we thought that the Parks had money to put into it, this may not be true, and that Mn/DOT may have money to put into it. If we have to stall, this bothers him as this is a land grant railroad, (he does not really know whether it is or not), but we would be paying for land that was given to them in the first place. The other thing that concerns him is the only part we are talking about goes to just north of Beam. What are we going to do there, stop.

Ms. DeSpiegelare addressed the Board, should we move ahead, she feels this is the Board's decision to make. She is a firm believer in right of way preservation. In Ramsey County there are very few opportunities to purchase right of way for potential public use. The RRA did budget for this purchase. In conversations with Mn/DOT she has found that they are available to match 50% of this purchase. So, to the best of her knowledge that is still available.

Ms. DeSpiegelaere continued, if you decide to move ahead with this resolution, this does not commit you to the purchase, what we would be doing is getting information on the appraisals, the cost and surveying, and we would come back with those pieces. However, if you feel strongly that you do not want us to do that. There is more than one alignment being considered, and whether or not it is used for LRT, it would be useful to have it in the public domain.

In response to Commissioner Norgard's question, Ms. DeSpiegelaere said that in previous action we wanted to make sure that the acquisition extended to the Northern County Line, not just to Beam Avenue. In conversations with BN we have stressed that, however, they have said let's first deal with the part that is abandoned, and we will continue to work with you on this, so we can get this taken care of first. We understand there is still interest in working out some kind of a agreement so that we could have the land entirely for our purposes to the North County Line.

Commissioner McCarty mentioned Resolution R89-54, the direction was that we direct staff to obtain and develop as quickly as possible an estimated cost for survey, appraisals, environmental and title work. Thus far, according to today's documentation, however, the costs of survey appraisals and environmental work are still unknown. Is that correct?

Mr. MacMillan said the title work depends upon how we approach that. His feeling is that what we should recommend to the Board, that one of the Title Insurance Companies do the updating of the ownership, encumbrances and the final work after that. He has a quote from Minnesota Title that is about \$25,000 for the whole corridor planning. The premium for title insurance thereafter would be a fractional percentage of the actual purchase price.

The total cost estimate is another concern of Commissioner McCarty. The reason he is interested in the cost is quite simple, and this goes hand in hand with his support this afternoon to rescind a resolution. This is that eminent domain will always be available to us no matter who the owner is, even if someone else purchases a chunk of the right of way on adjoining property, or whatever, the eminent domain proceedings will still be at our disposal, the only difference of course will be the time value of money, of the appraisal. The option to take the property for public use he thinks will still be there. The cost in total should they come out of the 1990 RRA budget, should we plan for it in the 1991 budget, or more rightly should it come out of those anticipated funds that will be supported on the metrowide basis, the sales tax. These are the questions that are going through his mind, and the documentation does not answer them.

David MacMillan said the pieces missing may be about \$30,000 for the appraisal work, and for the title work. He cannot give an estimate on other costs at this time. These costs would be included in the 1990 budget.

Commissioner Salverda has a question for Mr. MacMillan with regard to the internal operation of Burlington Northern. He quoted from Mr. MacMillan's letter, who does make the decisions.

Mr. MacMillan explained that they have to go down to Dallas, and the last conversation he had with BN is that they are reorganizing, and the reorganization will take a long time. They might not be able to make a decision until after the reorganization is done. There is not available a name of any one person in the company who could make a decision. The people here have to present the proposal to their office in Fort Worth, to the organizational headquarters, it will go to the legal department down there for analysis, and then on to the full Board of the BN RR Corporation for final approval. This a fairly cumbersome process.

Chairman Finley added that we ran into this when we were talking about the northern line, too, just from the policy standpoint. There are different people all the time.

Commissioner Salverda does not understand this process. Mr. MacMillan reiterated this is the information he has received from the local people he is dealing with. In May when this started to surface that a little dribble of information came out that everything has to go down to Fort Worth, and this was before we had worked with them. Maybe it does not have to go to the Board, there may be an Executive Director in Fort Worth, he does not know. After working this out with the local people, we asked them to send our proposal as it was down to Fort Worth. It went down to Fort Worth and it came back that they were not going to approve it the way it was. Then we got the information on the reorganization, so it could be a while before they get to look at it again. The Fort Worth Legal Department has looked at it as a result of its being sent down.

Commissioner Ahrens has a question about condemnation, once you get the appraisals, what happens.

Mr. MacMillan responded, the appraisals and surveys, once we get the surveys that are more specific as to legal description, as you will notice in our resolution the legal description there is pretty broad, it is vague. Once we get that what we will then do based on the authority of this resolution, they can then file a petition in District Court to begin the condemnation proceedings. What will happen then is the District Court will have to approve the petition, from then on it is pretty much pro forma. Then, commissioners, three, will be appointed who will determine the issue of value of damages, how much the authority will have to pay the Railroad. The three commissioners will hold a hearing at which we present our appraisals, they present theirs and then they issue their award. If that is acceptable to all parties, we pay it. If it is not, then the Railroad can appeal and get a jury trial in District Court. This would be final subject to appeals of the jury verdict award.

Commissioner Ahrens asked what are the conditionals for the three Commissioners. Mr. MacMillan said they are appraisers.

Chairman Finley added that one thing that you have to have in order for them to be able to do their job is the survey, as they have to know exactly what it is, especially on a railroad line, sometimes you may have a wide right of way, other parts may be very narrow, and the survey may be very important.

Mr. MacMillan informed the Board that at present we have some ugly legal descriptions.

Commissioner Ahrens wanted to find out what the scenario is, in regard to the timing on this, one alternative to this route is 35 which is going to be reconstructed in three or four years. So, if we look at the timing of the condemnation route, it might even coincide with the timing of the 35 reconstruction, and would enable us to make a decision as to whether we want 35 or the other, so this is all very preliminary, to sort of get started now, then as we move along we can still make a decision other than this route if 35 seems to be more appropriate. This is not going to happen in a year.

Mr. MacMillan would hope that they could get this concluded in a year, we should be able to make it in one year, what we want to do is get the appraisals and the survey done, and we are going to continue to negotiate with the railroad as well. This could probably be done in six months. Thereafter, the petition is filed, and it would probably take a year to grind its full way through, and if there are any appeals after that, that could take another half-year to a year. From the very outside it could be a couple of years.

Commissioner McCarty asked, if we get the appraisals, etc., assuming that everything goes along, we find ourselves arriving at an agreed upon price, where does this come from, the tax base, or will we have the sales tax in place. The acquisitions of rights of way, how does that all come into the picture.

Chairman Finley said that it will depend upon where we are at at that time. As of right now, as Ms. DeSpiegelaere has said, there are Rail Bank Funds available, 50% of the acquisition price, which is an appropriation made to Mn/DOT made by the Legislature. These Rail Bank Funds are available to counties. The other part to this of course is that regardless of what funds are used, we have a legal opinion that it can be, it does not have to be used as the rail line. If we choose a different alignment, 35 or 61, that even though the funds utilized were rail funds, it can be used for trail purposes.

David MacMillan stated that it could be used for acquisition if it is for the primary purpose. If you wanted to divest the RRA of any control over this whatsoever, to give it to the County, the City, whomever, there may be some compensation that the City would have to pay back.

Commissioner Salverda asked about other abandoned rail lines that are bike trails. How many bike trails have to go through condemnation.

Ms. DeSpiegelaere explained that each rail line is different, it depends in part on the Railroad you are dealing with. Hennepin County for example has some rail lines under their jurisdiction, and they have all been Chicago, Northwestern. Soo Line has a line purchased by DNR. BN is more cumbersome to deal with, it depends on who you are dealing with.

Commissioner McCarty would like to know if there are restrictions on Rail Bank Funds, it was his understanding that these funds were to keep some of the short lines in operation. Ms. DeSpiegelaere said there are guidelines that testify that this is an eligible purpose, because these funds are granted by the Legislature, they are used primarily by Greater Minnesota organizations to preserve rail lines. However there is no prohibition against lines in the metropolitan area. In conversations with Mn/DOT, it seems that we should be able to buy this with these funds.

Commissioner Salverda again mentioned that it seems that we should be able to buy this without such a lengthy process.

Chairman Finley stated this portion of the process we would have to do regardless, as we have to get the legal descriptions, etc. Mr. MacMillan reiterated, we would still have to come back, do the survey, appraisal work.

Commissioner McCarty explained the reason for his motion, we need to do exactly that, we are talking about \$30,00, but if we come to an acquisition cost, then he may have to rethink his position. Clearly this is just the beginning.

Chairman Finley said even if we negotiated a price, legally we would have to have an appraisal, if you recall we ran into this on the ACB, we had to have an appraisal in hand in order to support our negotiated price, and they can't appraise it unless they know what they are appraising.

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

WHEREAS, The Burlington Northern Railroad Company has abandoned its railroad operations over the right-of-way extending from near downtown St. Paul to a point north of Beam Avenue in Maplewood; and

WHEREAS, The Minnesota Transportation Regulation Board has found that public necessity and convenience permitted discontinuance of rail service on the property; and

WHEREAS, The Ramsey County Regional Railroad Authority has identified this line as a potential corridor for future light rail development in Ramsey County; and

WHEREAS, Pursuant to Minnesota Statutes Section 398A.04, subdivisions 2 and 4, the Ramsey County Regional Railroad Authority has the power to acquire this rail line by purchase, gift, devise, condemnation, conditional sale, lease, lease purchase, or otherwise; and

WHEREAS, It is in the public interest that this corridor be preserved intact for possible future use as a corridor for light rail transit in Ramsey County; Now, Therefore, Be It

RESOLVED, That the public interest in light rail travel and transit requires the acquisition of the lands hereinafter described, and the Director of Light Rail Transit and the County Attorney are hereby authorized to acquire fee title to the property by negotiation or condemnation.

All of the right-of-way which the Burlington Northern Railroad abandoned pursuant to authorization of the Minnesota Transportation Regulation Board lying in the following sections and townships in Ramsey County:

- R90-72
- 1) The NE 1/4 of the SW 1/4 of the SW 1/4 of Section 32, Township 29, Range 22
 - 2) The NE 1/4 of the SE 1/4 of the NW 1/4 of Section 32, Township 29, Range 22
 - 3) The NW 1/4 of the NE 1/4 of the NE 1/4 of Section 32, Township 29, Range 22
 - 4) SE 1/4, Section 29, Township 29, Range 22
 - 5) SW 1/4, Section 28, Township 29, Range 22
 - 6) N 1/2 of SE 1/4, Section 28, Township 29, Range 22
 - 7) E 1/2, NE 1/4, Section 28, Township 29, Range 22
 - 8) E 1/2 of NW 1/4, Section 27, Township 29, Range 22

- 9) SW 1/4, Section 22, Township 29, Range 22
- 10) SE 1/4, Section 21, Township 29, Range 22
- 11) W 1/2 of NW 1/4, Section 22, Township 29, Range 22
- 12) W 1/2 of SW 1/4, Section 15, Township 29, Range 22
- 13) W 1/2 of NW 1/4, Section 15; Township 29, Range 22
- 14) SW 1/4, Section 10, Township 29, Range 22
- 15) NW 1/4, Section 10, Township 29, Range 22
- 16) NW 1/4, Section 3, Township 29, Range 22

In fee simple absolute, together with all leases, licenses, easements, and other interests in the property owned by any other parties.

RESOLVED, That the Ramsey County Regional Rail Authority and the Ramsey County Attorney are authorized to engage an independent private appraiser to determine the damages resulting to the owners of the land involved; and Be It Further

RESOLVED, That the Ramsey County Regional Rail Authority and the Ramsey County Attorney are authorized to engage a private title or abstract company to identify all ownership interests in the property; and Be It Further

RESOLVED, That the Ramsey County Regional Rail Authority and the Ramsey County Attorney are authorized to engage a private land surveyor to conduct a land survey and prepare an accurate certified survey of the property.

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

Minutes continued on Page 11

(Please note - this item was moved ahead for discussion, but will appear in the normal agenda order.)

5. Update on LRT Coordination Plan

Chairman Finley informed the Board that the Coordination Plan came to the RTB yesterday from the LRT Advisory Committee, and the RTB set Public Hearings at yesterday's meetings scheduled for the next couple of weeks, pursuant to the Statute.

The Coordination Plan - the Executive Summary - has been provided to you, and the two matrix between Mn/DOT and the Joint Powers. As you know, this Board passed a resolution supporting the matrix for Mn/DOT, Chairman Finley continued, with Commissioner McCarty and himself voting in the minority.

Chairman Finley feels very strongly that this resolution should be rescinded, and that we go along with all the other units of government in recommending that we go to the Legislature with a recommendation that we use the Joint Powers Board. If you look at the matrix, as pointed out before, the matrix with the Joint Powers Board includes Mn/DOT as a member of the Joint Powers Board, and it also gives Mn/DOT the final, design and construction and right of way acquisition as well as the testing. Mn/DOT would have the construction and acquisition if it is in a highway right of way. He thinks that is where it should be. We get bogged down on the Midway Corridor, but remember, we are talking here about a \$2 billion system, consisting of thirteen or fourteen different corridors, many of which will not be in the highway. Even our Northeast Corridor may be on the railroad track. It does not make much sense to him to recommend that Mn/DOT be the builder, for an example, if it were on 61, they would be under this scenario.

Chairman Finley would like to get on the table a motion to rescind the resolution R90-63, which was to support the Mn/DOT Matrix.

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

Chairman Finley stated that there is a motion and second to rescind, and asked if there was any discussion.

Commissioner Ahrens wished to state her concerns about this, she thinks it is important that we recognize that when the vote for the entire document was passed last Wednesday that Ramsey County supported it. The entire document, included in that document happened to be the Joint Powers Board recommendation which we did not support, but they did support the entire document, so, in some sense, it seems to her for people who are saying that Ramsey County is not being cooperative, throwing obstacles in the way, that simply cannot be supported by the fact that they did have to vote in support of the entire document. She does not quite understand the great concern about this one vote. She would certainly want to say that Chairman Finley has formed coalitions in the Transit Board that enables us to move ahead in ways that we want to move ahead.

Commissioner Ahrens continued, she commends Chairman Finley for this. The RTB, however, is a changing board, depending upon who is elected as Governor, so it may change rather dramatically so we cannot always be sure that Chairman Finley's leadership will be able to provide that kind of a coalition building, as it will very much depend on who ends up on the Transit Board.

Commissioner Ahrens wished to say again, her feelings about this issue and apparently the votes are not there, but she does want to be on the record the reason she feels we should go the route of Mn/DOT is that her own experience on the Advisory Board, which she thinks is the most like the Joint Powers Board would be, has indicated to her that Hennepin County, because of the makeup of that Board, will be basically making the decisions. To her it is not a personality issue, it was very evident last week when that Board met, the people in Hennepin County who are very much in support of light rail are determined that this be built on a turnkey approach. She thinks they will have the votes for that. This was demonstrated by the way the other votes were going. For our purposes she thinks the turnkey approach would be very detrimental. Last week they had a non-agenda 45 minute presentation by the consultant for the turnkey approach. The problem is getting presentations, but this indicates the power and direction, and the folks are there for that. The fact that Mn/DOT would sit on the Joint Powers Board, that is all they would do, they do not have a vote. The only people who have a vote on the Joint Powers Board are the counties, one from each, and then if the line was running through your county, you would get two votes. However, based on the way those votes will line up, and the coalitions that are formed out there in terms of the counties, she thinks that you will end up as a county with some decisions that will not be in our best interest.

The other issue for Commissioner Ahrens deals really with the Legislature, as they are going to making the decision. The one person up there who has been supportive and wants Mn/DOT to build it has indicated that he will close the door to introducing any legislation because we could not reach an agreement as to who is to build it. If there are no funds, if no one is positioned right in the Legislature, and no one introduces the legislation, there will not be any line in Ramsey County. However, Hennepin, with its financial tax base, could move ahead and really build their line. For all those reasons, it seems to Commissioner Ahrens to be prudent that we support the Mn/DOT.

Commissioner Hunt would like to say that she has not changed her view on it. She thinks that Mn/DOT is the most logical group to proceed with the construction. However, in the final analysis, she does not think it will make all that much difference what this Board says, or what the RTB says, as the Legislature is going to determine just what happens. She does think, as Commissioner Ahrens has pointed out, that we did vote to support the Coordination Plan as it came out of the Committee. They did not submit any kind of minority report. If this Board, however, wishes to reconsider this action, that is fine, we will just see what happens.

Commissioner Schaber informed the Board that he has changed his mind, for two reasons, one is because of our relationship with Hennepin County and the concern he had there. Then, he stepped back, and looked with what we were doing, and if it were just that one line, he would probably would have stayed with the vote he had. What we are looking at is from a seven county metro area, and from that perspective, that we should take a look at it, and maybe the way we should be moving is to a Joint Powers Board. As a result, he feels from the seven county metro area, this is frankly the best way to go. Also, the fact that he was very impressed with our Chairman's ability to put together the coalitions that have been necessary to get basically many of the concerns that we have verbalized taken care of. For both of those reasons, he will support the Joint Powers Board.

Commissioner Norgard said he is another one who moved over. He has spent a lot of thought because he knows the Chairman has worked hard with total dedication, and he knows what he is talking about, and he has done a great job. From the other side Commissioners Ahrens and Hunt have worked real hard with it, it is a tough situation, tough ballgame. He thinks this Board is to be commended because they probably know more about light rail than any other board. It is a tough call. He has to add one thing, this was brought up politically. When Commissioner Finley was appointed to the RTB Board, he thinks that everyone of us wrote letters to all of the people around, so it was not a political. To get you on the RTB Board was the work of a lot of people, so he does not feel it was a political appointment at all on your part. We knew that you wanted the job, and we all went to bat for you. There were people from all walks of life who supported you.

Commissioner Norgard continued, in his honest opinion, Chairman Finley has worked very hard at it, and his heart is in it. It is nice to have people like that who work for the cause. He added that Commissioners Ahrens and Hunt have done a terrific job for us also. These Joint Powers Board Agreements have worked very well with the counties in the past, and the matrix is set up now that if and when we decide upon a route, it is still within the Mn/DOT, they will have control over it anyway, so he does not think this will make a lot of difference. Therefore, Commissioner Norgard will support the Joint Powers Board.

Commissioner McCarty has respect for the sentiments and the gratitude to both Commissioner Finley and Commissioners Ahrens and Hunt for the tremendous amount of effort that all of you have put into this on the RTB and the Advisory Committee.

Commissioner McCarty wished to restate his feelings again, and the reason he voted in the minority last time, that being that the local funding of this effort, the metro sales tax, all demands local control, input from locally elected officials that are closest and most responsible to the people. That is why he is supporting that motion. This will resolve into some measure of comfort.

Commissioner Salverda stated that he is not totally convinced again, he thinks that Chairman Finley has done an excellent job as Chair of this Board. He does not think that we have to have unanimous agreement on every decision. He has reread the proposals, and he thinks Mn/DOT is the best organization to serve as the lead organization, they are geared up for large projects, they are a state-wide system. He also thinks that ultimately light rail will be a state-wide program, they are less political, and there is public confidence in Mn/DOT. He is just not convinced of the change, but obviously the votes are there. He does not see anything wrong with this Board splitting on this issue.

Chairman Finley thinks it is an extremely important issue, and what happens, if we are not into it, and we are proving the negative, the negative being that the counties cannot get their act together. By not trying to get our act together we have proved that to be true by saying that we do not want to be in the game any longer, we have been in it, now we want to hand it over. If it was a statewide system, and it was supported by statewide tax dollars, and Mn/DOT was going to run it all and do it all, that would be fine. But, that is not the way it is, even under the Mn/DOT proposal. We have local 10% funding for all lines, levied by the county, the way it is now. There is a metropolitan-wide sales tax for the balance. We will do under the matrix of Mn/DOT all of the planning, the corridor planning, hold all the hearings, and then turn it over to them to do with it the way they want. He just does not think that is the way to do business. Chairman Finley would rather be out than to take all of the flak on the front end, and then have nothing to say about the ultimate result. That is why he feels so strongly on this.

Chairman Finley continued, in regard to the minority report, this was attempted, and it is in the plan as to how the vote is, and he thinks that if we can reverse that with the majority, this will go a long ways to building coalitions which are needed in this entire effort, this is a huge undertaking. It is the biggest public works project this state has seen in one fell swoop. We have to build coalitions, whether they be political, whether they be environmentally, whether they business, whatever, it is going to take coalitions of every kind throughout the entire state to do this.

Chairman Finley would like to say one thing about Senator Langseth. The Senator called him up there, he was also in support of only 1/4 to 1/2 cent on sales tax. Chairman Finley convinced him to be at one cent. He was willing to go with the one cent, and did say that he supported Mn/DOT, but he has changed once, and he can change again with the full understanding of the ramifications. Chairman Finley thinks when you get into the details of these certain things, the people who do their homework, and Senator is one who certainly does his homework, that he can be persuaded to do the right thing. As Chairman Finley is convinced that as long as it is a metropolitan-wide sales tax, and the counties have to be involved, that the best thing to do is to have the counties be in control at least. If they go with Mn/DOT in the final analysis for the actual construction and design, when they are in

a highway corridor, he thinks that is the best thing to do. He has, but let's get one thing straight, and he has talked to the people in Mn/DOT, they have no people on staff that can do light rail planning, design, and construction any more than Ramsey County Public Works staff. It is a gearing up of an entirely new staff, it is not something that is all in place, easy to do, it is not. This was one of the concerns with the RTB, is that we would have to do that, and it is a planning agency, and not a construction agency like Mn/DOT, or even the counties.

Chairman Finley at this time called for a vote for the rescission of the previous resolution. This matter had been moved for recommendation by Commissioner Schaber, seconded by Commissioner Norgard earlier in this discussion.

R90-73
WHEREAS, Ramsey County Regional Railroad Authority on September 11, 1990, adopted Resolution R90-63 endorsing the Minnesota Department of Transportation as the organization that should design and construct light rail transit; Now, Therefore, Be It

RESOLVED, That Resolution R90-63 is hereby rescinded.

Roll Call: Ayes - 4, Nays - 3, Ahrens, Hunt, Salverda
Motion adopted.

Chairman Finley called for a motion for approval of the Joint Powers Plan, as at this point we have no plan that we are supporting, with the recommendation that this go up to the RTB to be attached to the plan, as we have the other vote in that plan showing that the County is not in support of the Joint Powers as this was based on the previous resolution which has been rescinded.

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

R90-74
WHEREAS, A Coordination Plan for the Twin Cities Metropolitan Area recommends the Joint LRT Construction Commission (Joint Powers Board) consisting of County Regional Railroad Authorities, Metropolitan Transit Commission, Minnesota Department of Transportation, Regional Transit Board and Cities as the organization responsible for implementing LRT in the Twin Cities; Now Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority endorses the Joint LRT Construction Commission (Joint Powers Board) as the organization responsible for implementing LRT; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests that its position be incorporated into the LRT Coordination Plan when the draft document is finalized by the Regional Transit Board.

Roll Call: Ayes - 4, Nays - 3, Ahrens, Hunt, Salverda
Motion adopted.

Commissioner Hunt said, before we leave the Coordination Report, she would like to have Ms. DeSpiegelaere brief the Board on the interpretation of the 1¢ sales tax, and its distribution. As she understood it, it was a different kind of interpretation than what we first went in with, and got them to go along with. It is probably in here someplace, but she would like to have her touch on it.

Ms. DeSpiegelaere addressed the Board, she referred to Page 6 of the documentation, under Schedule and Budget. This says that the Joint Advisory Committee recommends a budget and schedule based on a funding assumption of a one cent regional sales tax for broad-based transportation purposes, with 1/2 cent dedicated to LRT construction.

At the LRT Advisory Committee meeting last week Commissioner Chapdelaine from Dakota County asked that this sentence be broadened so that 1/2 cent would be dedicated to LRT construction and 1/2 cent would be returned to counties in the seven county metropolitan area for transportation purposes. He felt it was important that the remaining 1/2 cent be returned to the counties and cities for transportation purposes.

Commissioner Hunt feels it should be pointed out that when we first suggested this, it was that it could be used for operating expenses and some of the other kinds of costs that would occur that would then not have to be picked up by the local tax base. We all agreed with the concept that in order to get counties to support this, it was probably a good way to go. So, that was the interpretation that was put on it. She thinks this Board should be aware that it was not the original concept that we had advocated.

Commissioner Ahrens said when the motion at the Committee meeting was to take 50% of whatever we got, and if we only got a 1/2 cent, then 50 of that would go back to the counties. Some of the members were very concerned about that because it would not leave enough to build anything. It was Ramsey County's amendment that brought it back to talking about 1¢, and then that 50% of 1 cent would go. It does not say anything about what would happen if you do not get 1 cent. That was to protect us, and we were trying to do our job.

Chairman Finley agreed that Commissioners Ahrens and Hunt were doing their job, in fact, that was the whole key. This is what he talked to Senator Langseth about was the flexibility within that other 1/2 cent is very important. They are going to make that determination.

Commissioner Schaber would like to know why did they think they had to include the municipalities.

Commissioner McCarty thinks there was some feeling that in order to get the support for the metrowide sales tax, there would have to be something as some of these counties would not be receiving anything for many years, and they all have needs for secondary roads, etc. This was the agreement that was struck at least in concept that in order to bring these other counties

along, there would have to be something to benefit the other counties.

Commissioner Ahrens believes this was brought up by one of the outlying counties, it could have been Scott, or someone else, it could have been Dakota.

Chairman Finley said one of the things that he has learned about transit services and being on the RTB that there was opt out programs or other services that are provided in some of the outlying areas by the municipalities pursuant to contracts that they enter into with the RTB. He would imagine that is probably what they are getting at is that they would like to get back to that system where if they are providing a transportation purpose, that they can dip into those funds, or get those funds through the RTB, as that is the way it is set up now.

Chairman Finley at this time wished to thank this Board, as he does think that it helps him at the RTB, but also, it is not a reflection of Commissioner Ahrens or Commissioner Hunt as they have done a tremendous job at the Advisory Board in carrying our message to them. He is sure that the other Board Members have mentioned it and recognized that as well. They have done a fantastic job as well, and the difference of opinion on this one issue is certainly not going to be reflected in the long run as to how we proceed to accomplish the goal. The goal to get this under construction is one that we have a good commitment to, and we have spent a lot of time on it. There is not any question that this Board is much more knowledgeable about LRT than any of the other seven counties, and it is for that reason that doing our homework, both at the Advisory Board level and the RTB, that we have been successful in sharing our positions quite well because of homework. It isn't that we have the votes because we don't, it is by hard work and dedication to the overall project.

Chairman Finley's concern all along has been that we have to make sure that the first line is here, and he thinks this is a common concern of all of us because if the first line is not connecting the downtowns, it would be very devastating to the East Metropolitan area. We have to make sure that this goal is utmost in our mind, and do everything that we can to make sure that this, in fact, is done. If we go over to Hennepin County Line within Hennepin County, it will be a cold day before we ever get back over here, just because of the needs and congestion, and the new ridership forecasts that will probably be coming out.

Commissioner Ahrens would like to second the statements that Chairman Finley has made. She thinks that this Board by far is better informed than any other metropolitan County Board with respect to LRT. We have done our homework, we know what we are doing, we study the issues, we discuss things that other County Boards may discuss for five minutes, we spend two hours. Because we are better informed, she would like to think that we are able to make better decisions about this. It is difficult and frustrating when we sit in meetings with other counties, and sense that those issues have not been adequately

studied, and they are not adequately prepared. She does think that this entire Board has done a great job in terms of informing itself about LRT and making good, sound decisions, and bringing the communities in the neighborhoods along as we have to make those decisions.

6. Quarterly Report of Payments for RCRRA July to September 1990

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

R9075
WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July through September, 1990, and a record of these disbursements is attached; Now, Therefore, Be It

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

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>Chairman Finley</u> Originating Department <u>J. T. Finley /s/</u> <u>11/7/90</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
---	----------------------------

 Comments / Recommendation

 Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
November 13, 1990	<i>F. L. Glendinning</i>	11/7/90
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>Regional Railroad Authority</u> Originating Department <i>K. DeSpiegelaere</i> <u>11/6/90</u> Authorized Signature Date	Board Action Requested Indication of preferred alignment for LRT in Midway Corridor and Capitol Area in Draft EIS. <u>ACTION MAY BE TAKEN</u>
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Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Capitol Area information
 - 4) Midway Corridor information

Budgeting and Accounting <u><i>Ed Blumitz</i></u> <u>11/6/90</u> County Attorney <u><i>Daniel Mac Miller</i></u> Risk Manager _____ Data Processing _____ _____ Previous Action taken on Request _____	Date / Time Received By
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Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

November 13, 1990

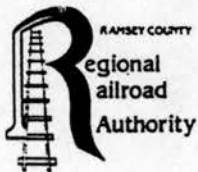
F. L. Glendonning

11/7/90

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, An Environmental Impact Statement for the Midway Corridor is being prepared for Ramsey County Regional Railroad Authority and Hennepin County Regional Railroad Authority that addresses alternatives outlined in the Scoping Report adopted on April 24, 1990 by Ramsey County Regional Railroad Authority; and

WHEREAS, As part of the Midway Corridor Environmental Impact Statement process it was necessary to eliminate some alternatives and study others in greater detail; and

WHEREAS, On June 26, 1990, Ramsey County Regional Railroad Authority adopted a resolution that in the Environmental Impact Statement for the Midway Corridor:

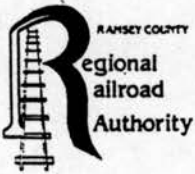
1. On I-94 from the Soo Line intersection with I-94 to Rice Street, the alternative of LRT in the median of I-94 would be examined further.
2. On University Avenue from Oak/Washington to Rice Street, the alternative of 1/4 mile intersection spacing, 1/8 mile pedestrian crossing spacing and 1/2 mile station spacing would be examined further.
3. On Burlington Northern/Pierce Butler Route from Fourth Street to Raymond Avenue, the alternative of LRT adjacent to the University of Minnesota Transitway would be examined further.
4. On Burlington Northern/Pierce Butler Route from Raymond Avenue to Lexington Avenue, the alternative of LRT on Pierce Butler Route would be examined further; and

WHEREAS, On October 9, 1990, Ramsey County Regional Railroad Authority adopted a resolution that in the Capitol area, the preferred surface alignment for LRT is 12th Street/Cedar Street to compare to a preferred tunnel alignment with a station in the Capitol Mall; and

WHEREAS, On October 23, 1990, Ramsey County Regional Railroad Authority adopted a resolution that designated Cedar and Fourth Streets on the surface in Downtown St. Paul as the preferred location for LRT in the Draft Environmental Impact Statement for the Midway Corridor; and

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

add goals to a
Whereas

WHEREAS, It is anticipated that the Draft Environmental Impact Statement will be released in late December, 1990. Ramsey County Regional Railroad Authority may indicate a preferred alternative for LRT in the Midway area and in the Capitol area, in addition to the alignment already indicated for the Downtown St. Paul area, in the Draft Environmental Impact Statement. The preferred alignment will not become final until after a public comment period, including hearings, and after Ramsey County Regional Railroad Authority Commissioners have reviewed information that is received during the comment period. It will be possible for Ramsey County Regional Railroad Authority, based on the information received during the public comment period, to make a final decision that differs from the recommended alternative in the Draft Environmental Impact Statement; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests that the Draft Environmental Impact Statement indicate that:

- See line 15-94* *Tentative*
1. ~~XXXXXXXXXX~~ is the preferred alternative in the Midway Corridor for the following reasons:

A
B
C
D

2. The surface alternative on Twelfth Street to Cedar Street will be discussed in the Draft Environmental Impact Statement in the Capitol Area; and Be It Further

and additional discussion will

RESOLVED, That the final selection of alternatives will not be made until Ramsey County Regional Railroad Authority has reviewed and considered all comments that are received during the review period for the Draft Environmental Impact Statement for LRT in the Midway Corridor.

occu about

a tunnel alternative
for that area

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 *KD*

SUBJECT: Draft Environmental Impact Statement for Midway Corridor --
Indication of Alignment Preference

DATE: November 5, 1990

Ramsey County Regional Railroad Authority may indicate a preferred alignment for LRT in the Draft Environmental Impact Statement for the Midway Corridor that is to be released in December, 1990. The preferred alignment will not become final until after a public comment period, including hearings, and after Ramsey County Regional Railroad Authority Commissioners have reviewed information that is received during the comment period. It will be possible for Ramsey County Regional Railroad Authority, based on the information received during the public comment period, to make a final decision that differs from the recommended alternative in the Draft Environmental Impact Statement.

Downtown St. Paul

For Downtown St. Paul, Ramsey County Regional Railroad Authority adopted a resolution on October 23, 1990, that the preferred location for LRT is a surface alignment along Cedar and Fourth Streets.

Capitol Area

For the Capitol area, the Draft Environmental Impact Statement will include a surface alignment of Twelfth Street connecting to Cedar Street. This alignment was selected by Ramsey County Regional Railroad Authority on October 9, 1990, for comparison to a tunnel alignment. Information on the comparison of a surface alignment to a tunnel alignment is Attachment 1.

The Capitol Area Architectural and Planning Board (CAAPB) is expected to meet on November 9 to recommend to Ramsey County Regional Railroad Authority a preferred alignment within the Capitol area. Information on the CAAPB meeting will be provided to you at your November 13 meeting.

Midway Area

Three alternative alignments have been analyzed for the Midway area between Oak Street in Minneapolis and the Capitol area. They are Soo Line/I-94, University Avenue and Burlington Northern/Pierce Butler Route. Attachment 2 is a comparison of the three alternatives.

Two groups, the Intergovernmental Committee and Midway Corridor Task Force, have reviewed information and made recommendations to Ramsey County Regional Railroad Authority (RCRRA) on Midway Corridor subalignments as the Environmental Impact Statement has been prepared. The Midway Corridor Task Force may decide at its November 7 meeting to make a preliminary recommendation to RCRRA on Midway Corridor alignment. If that action occurs, it will be discussed with you at your November 13 meeting. The Intergovernmental Committee will not make a recommendation prior to release of the Draft Environmental Impact Statement. Both the Midway Corridor Task Force and Intergovernmental Committee will review the Midway Corridor Draft Environmental Impact Statement information and will make a recommendation to RCRRA on alignment in early 1991.

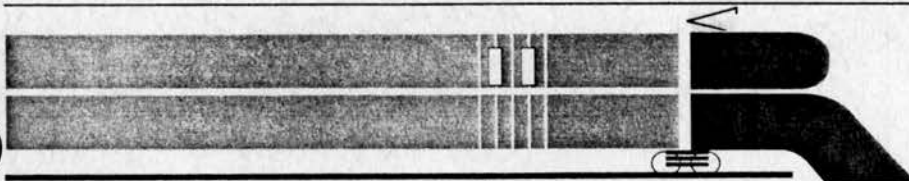
Final Selection

A final selection among alternatives considered within the Draft Environmental Impact Statement for the Midway Corridor will be made by RCRRA after consideration of public comments.

Recommendation

RCRRA may indicate a preferred alignment for the Midway Corridor at its November 13 meeting. A suggested resolution is attached for your consideration.

KD/blk
Attachment



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

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Diane Ahrens

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Hal Norgard

District 7

Donald Salverda

District 2

Memorandum

To: Ramsey County Regional Railroad Authority
Commissioners

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

Subject: Midway Corridor Alignment Selection

Date: November 9, 1990

Since your documentation was prepared for the Regional Railroad Authority meeting on November 13, two actions have occurred that are related to the agenda item on Midway Corridor alignment preference:

1. CAPITOL AREA

The Capitol Area Architectural and Planning Board met on November 9 and passed this motion:

"A tunnel alignment is the preference for the Draft EIS and should be recommended to the Ramsey County Regional Railroad Authority."

The vote was unanimous.

2. MIDWAY CORRIDOR TASK FORCE

The Midway Corridor Task Force met on November 7 and passed this motion:

"The preference of the Midway Corridor Task Force at this time for alignment in the Midway Corridor is Soo Line/I-94. That alignment most closely matches the prioritization of goals previously completed by the Midway Corridor Task Force. Every consideration should be given to providing a station along the Soo Line/I-94 alignment to provide service to the Westgate/TH 280 area. This is not a final selection."

The vote was six individuals in favor (eight votes, five organizations). Three individuals were opposed and one abstained.

Recommendation: For your information.

**CAPITOL AREA
COMPARATIVE ANALYSIS OF SURFACE AND TUNNEL LRT**

GENERAL COMMENTS

The following analysis was developed using the following assumptions: 1) that a station on Cedar Street at Eleventh Street would be provided under both the surface and tunnel alignment options; 2) that both the University Avenue and Burlington Northern/Pierce Butler alignment alternatives would include a station near the Transportation Building on Rice Street; 3) that the I-94 alignment would include a station in the Sears parking lot between Rice and Marion; and 4) that the new Mall Plans represent the CAAPB's adopted design policy which is to guide all future development.

The comments, impacts, and considerations outlined in the following analysis apply to the current Mall design and, in many cases, to the new Mall Plans as well. In cases where the impacts or considerations with respect to the new Mall Plan would differ from those associated with the existing conditions, separate bullet points have been included in **bold type** which address the effects upon the new Mall Plan.

With respect to the issue of compatibility with the CAAPB's comprehensive plan, as well as with plans for the new Mall design, the design of the LRT components (stations, catenary support poles, structural features, roadbed, streetscape improvements) will be a crucial consideration for either a surface or a tunnel alignment. Poor design could render a solution under either option incompatible with these plans.

In order to compare travel time and cost estimates, the reference points used were the centerline of Marion Street to the centerline of the Cedar Street Bridge.

CRITERIA	<u>SURFACE (Figure 1)</u>		<u>TUNNEL (Figures 2 and 3)</u>	
	PRO	CON	PRO	CON
URBAN DESIGN				
o Capitol Area and Mall Urban Design Impacts	COMMENTARY: Plans for a new Cedar Street Bridge across I-94 have been approved and funds have been allocated for implementation.			
	COMMENTARY: Station location and design will have an impact on the imaginability of the Capitol Area.			
	COMMENTARY: Plans have been developed, but not approved by the CAAPB, for the reconfiguration of the Transportation Building parking areas. These plans may be impacted by plans for LRT along Rice Street.			
		- Relocation of driveways for surface parking lots along 12th Street may be required. Potential loss of parking stalls within lots. - Need to re-examine planned entrances to parking lots along 12th Street under new Mall Plan.	- Station centrally located in the Capitol Area. - Opportunity to integrate the station with the current pedestrian tunnel system. - Opportunity to integrate LRT structural features (station entrances, elevators, ventilation shafts) with future Mall design.	- Structural features associated with LRT need to be located on the Capitol Mall and may limit design flexibility. - The need to integrate the LRT structural features with the new Mall design will have an impact on design considerations. - Tunnel portal at Cedar Street would impact design considerations.

SURFACE (Figure 1)TUNNEL (Figures 2 and 3)

CRITERIA

PRO

CON

PRO

CON

URBAN DESIGN (Continued)

o Capitol Area and Mall
Urban Design Impacts
(continued)

- If LRT is located along Rice Street, the landscaped edge of the Capitol Area would be lost unless additional land is acquired on the west side of Rice Street.
- If LRT is along Rice Street, need to examine circulation and configuration of Parking Lots D and F. Loss of 50 parking stalls.
- If LRT is along Rice Street, possible need to signalize Fuller Avenue intersection as main entrance to Sears lot and only entrance to Department of Transportation parking lot.
- Elimination of vehicular drop-off along 12th Street in front of Veterans Service Building.
- Relocation and reconfiguration of sidewalks, landscaping, and parking areas along 12th and Rice Streets.
- Need to reconsider design of new Mall along 12th Street.
- Obstruction of planned pedestrian ways along Cedar Street at 12th Street intersection.

SURFACE (Figure 1)

TUNNEL (Figures 2 and 3)

CRITERIA

PRO

CON

PRO

CON

URBAN DESIGN (Continued)

o Visual Impacts

COMMENTARY: Power for the light rail vehicles will be supplied via overhead electrified catenary wires. The service poles are proposed to be spaced 200 feet apart on the straight portions of the alignment and more closely spaced on curves, with the exact spacing dependent on the radius of the curve. A single, center pole nearly 20 feet in height can be used on straight portions of the alignment, while a dual side pole arrangement is needed on curves.

COMMENTARY: Overhead lines will be visible along the length of the surface alignment. It should be noted that optimum spacing of poles cannot be accomplished anywhere along 12th Street.

COMMENTARY: Overhead lines will not be visible within the tunnel portion of the alignment.

COMMENTARY: The introduction of the LRT roadbed onto the new Cedar Street Bridge may result in conflicts with the intended visual function of the bridge as a focal point and processional entrance to the Capitol Area. The potential disruption to the bridge's planned landscaped median may also result in visual impacts.

COMMENTARY: The location and design of the station at Eleventh and Cedar will have an impact on views toward the Capitol Building and the visual perception of Cedar Street as a gateway to the Capitol Area.

- More opportunities for LRT patrons to view the Capitol Building from vehicles along 12th Street.

- Impacts on cross-street views at station locations.

- Visual impacts of catenary wires and poles along periphery of Capitol Area.

- The need for a 90-degree turn onto 12th Street immediately north of the Cedar Street Bridge would result in an increase in the number of support poles and the amount of catenary wires at this intersection, thus impacting views through this intersection and conflicting with the new bridgeheads.

- Visual disruptions resulting from LRT vehicles and catenary wires are reduced within the boundaries of the Capitol Area.

- Visibility of Capitol Building and Mall is limited for LRT riders.

- Views of tunnel portals, especially toward the Capitol Building, may be disrupted.

- Tunnel portal will displace portions of the Cedar Street landscaped median and may diminish the visual significance of the grass medians.

SURFACE (Figure 1)TUNNEL (Figures 2 and 3)

CRITERIA

PRO

CON

PRO

CON

PUBLIC ACCESS

o Handicapped and Elderly Access

COMMENTARY: Current grades on the Mall do not meet handicapped accessibility standards.

COMMENTARY: Access to platforms provided via ramp.

COMMENTARY: Access to station provided via escalators and elevators.

- Opportunity for direct access to pedestrian tunnel system.

o Ridership

- In general, ridership can be expected to decrease with slower travel times. Thus, system-wide ridership could be expected to be somewhat less when compared to the tunnel option.

- In general, the faster travel time of a tunnel alignment versus a surface alignment could be expected to have a positive impact on ridership on a system-wide basis.

- Central station location is more accessible and may result in increased ridership for Capitol Area patrons.

o Pedestrian Impacts

- Narrowing of sidewalks along alignment and at station.

- Opportunity to directly access the existing pedestrian tunnel system.

- May require modifications to existing pedestrian tunnel system.

- Centralized station reduces need for crossing streets to access major public buildings.

- Cedar Street portal may impact pedestrian access across Cedar Street at Columbus Avenue.

o Interface with Bus System

- Access on same level as bus stops for bus transfers.

- Access will require a change in levels for bus transfers.

SURFACE (Figure 1)TUNNEL (Figures 2 and 3)

CRITERIA

PRO

CON

PRO

CON

LAND USE AND DEVELOPMENT

o Potential Development Impacts

COMMENTARY: The Eleventh Street station, which is common to both alternatives, could facilitate opportunities for both public and private sector development at this gateway to the Capitol Area.

- Opportunities for private sector redevelopment in proximity to station on the west side of the Capitol District may be improved.

- Centralized station location may improve service to future state office development on the east side of the Capitol Area as well as private development to the north and east.

o Impacts During Construction Phase

- Construction limited to periphery of the Capitol Mall.

- Some lane restrictions on through and cross streets would be required to accommodate construction of the LRT alignment.

- Sidewalks and access to some buildings may need to be rerouted during construction.

- Access to parking facilities would need to be rerouted during construction.

- Underground construction within the Capitol Mall would require special consideration of impacts on nearby buildings.

- Construction would necessitate demolition and reconstruction of portions of the Capitol Mall.

- Portions of the pedestrian tunnel system would be temporarily closed to accommodate construction.

- Some lane restrictions on through and cross streets would be required to accommodate construction of the LRT alignment.

- Access to some buildings may need to be rerouted during construction.

- Subsurface dewatering would need to utilize the storm sewer system.

o Scheduling, Timing and Coordination with other Projects/Plans

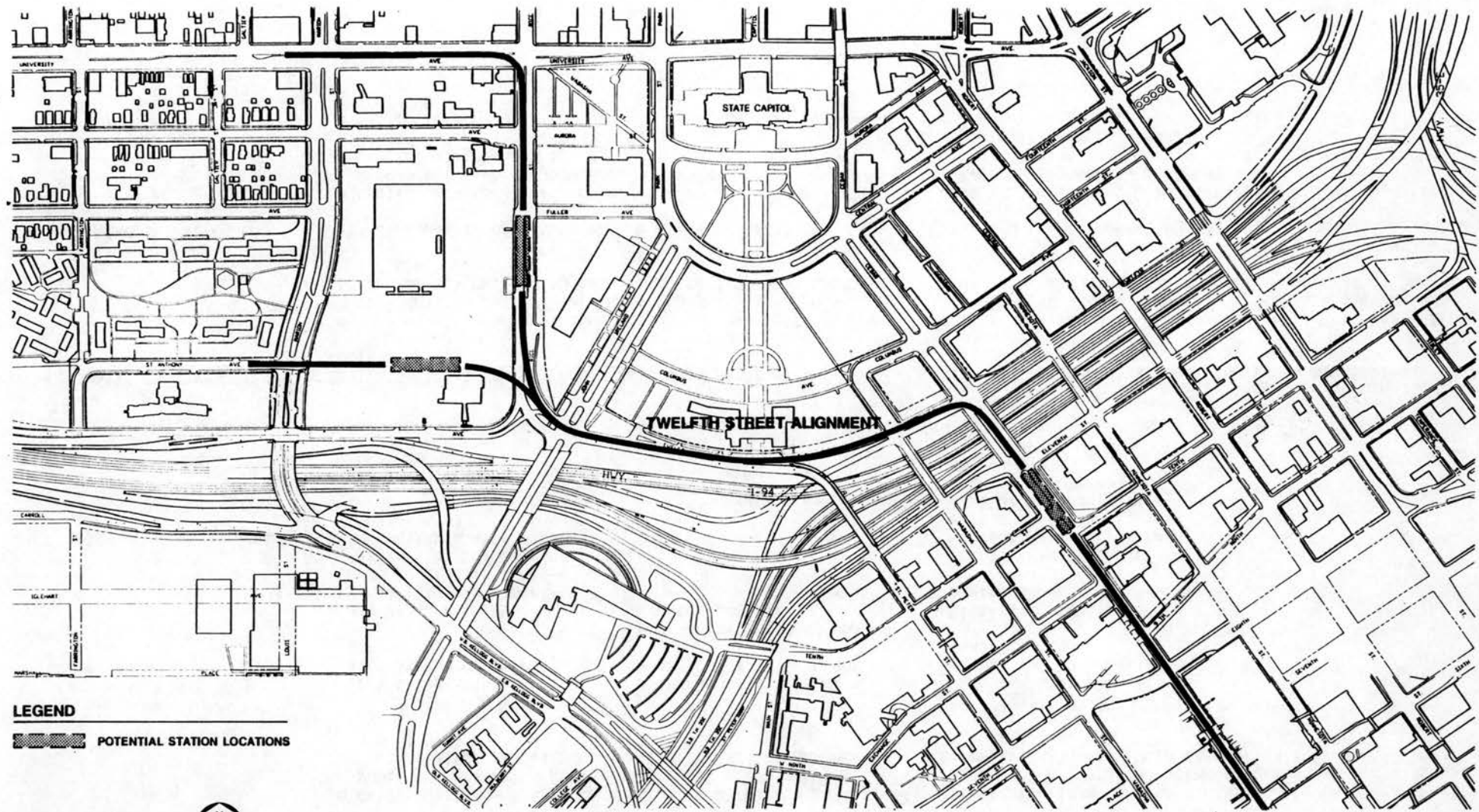
- LRT construction may provide an opportunity to begin implementing the new Mall design.

- Close coordination of design and funding for the new Mall Plan would be required.

CRITERIA	<u>SURFACE (Figure 1)</u>		<u>TUNNEL (Figures 2 and 3)</u>	
	PRO	CON	PRO	CON
TRANSIT OPERATIONS				
o Long-Term Flexibility	- Station and alignment modifications at a later time are easier.			- Station and alignment modifications are significantly more difficult.
o Personal Security	COMMENTARY: Security considerations for either the surface or tunnel alignment options must be integrated into the station design.		COMMENTARY: There are two competing philosophies with respect to personal safety considerations in tunnels. One holds that tunnels are safer because access to them can be controlled, while the other postulates that tunnels are less safe because there is less opportunity to escape in case of an emergency.	
o Schedule Reliability		- Possibility for motor vehicles to block the track and disrupt the schedule.	- Possibility of track blockage significantly reduced.	
o Traffic Impacts	COMMENTARY: Analyses of future (Year 2010) traffic volumes at major intersections along both the surface and tunnel alignment options indicate that vehicular traffic would operate at acceptable levels of service under either alignment option.			
		- Increased opportunities for accidents involving vehicles or pedestrians.		
		- To access the Soo Line/I-94 Corridor alignment (Figure 1), LRT would have to cross Rice Street in midblock, rather than at a signalized intersection.	- Significantly reduced risk for accidents involving vehicles or pedestrians.	- Some lane restrictions at tunnel portal location on University Avenue.
		- For the connection to the University Avenue or BN/Pierce Butler corridors (Figure 1), one left-turn lane would need to be eliminated at the intersection of Rice Street and University Avenue, which is already a busy intersection.		

SURFACE (Figure 1)TUNNEL (Figures 2 and 3)

CRITERIA	PRO	CON	PRO	CON
TRANSIT OPERATIONS (Continued)				
o Travel Time	Vehicle travel time from Cedar Street Bridge to Marion Street: - o Capitol alignment with connection to BN/Pierce Butler Route or University Avenue alignments = 4.0 minutes. - o Capitol alignment with connection to I-94 alignment = 3.0 minutes.		Vehicle travel time from Cedar Street Bridge to Marion Street: - o Capitol alignment with connection to BN/Pierce Butler Route or University Avenue alignments = 2.2 minutes. - o Capitol alignment with connection to I-94 alignment = 2.0 minutes.	
o User Comfort and Convenience	- Easy orientation to Rice Street commercial areas. - Higher street level visibility may contribute to greater recognition that LRT service is available within the Capitol Area.		- Surface station is more open to the environment. - Poor orientation to the Capitol complex. - Opportunities for direct access to the pedestrian tunnel system. - Climate controlled environment. - Location in center of Capitol Mall allows for easy orientation to the Capitol grounds, State complex and immediate surroundings.	
COSTS				
o Estimated Capital Costs	Estimated total capital costs (excludes right-of-way costs) - o Capitol alignment with connection to University Avenue or BN/Pierce Butler Route alignments = \$17,100,000. - o Capitol alignment with connection to I-94 alignments = \$12,800,000.		Estimated total capital cost (excludes right-of-way costs) - o Capitol alignment with connection to University Avenue or BN/Pierce Butler Route alignments = \$56,200,000. - o Capitol alignment with connection to I-94 alignment = \$52,800,000.	
o Estimated Operating and Maintenance Costs	Estimated annual operating and maintenance costs: - o Capitol alignment with connection to the University Avenue alignment = \$595,000. - o Capitol alignment with connection to the BN/Pierce Butler Route alignment = \$670,000. - o Capitol alignment with connection to the I-94 alignment = \$507,000.		Estimated annual operating and maintenance costs - o Capitol alignment with connection to the University Avenue alignment = \$596,000. - o Capitol alignment with connection to BN/Pierce Butler Route alignment = \$647,000. - o Capitol alignment with connection to the I-94 alignment = \$668,000.	



LEGEND

 **POTENTIAL STATION LOCATIONS**

0' 200' 400' 600'
SCALE IN FEET

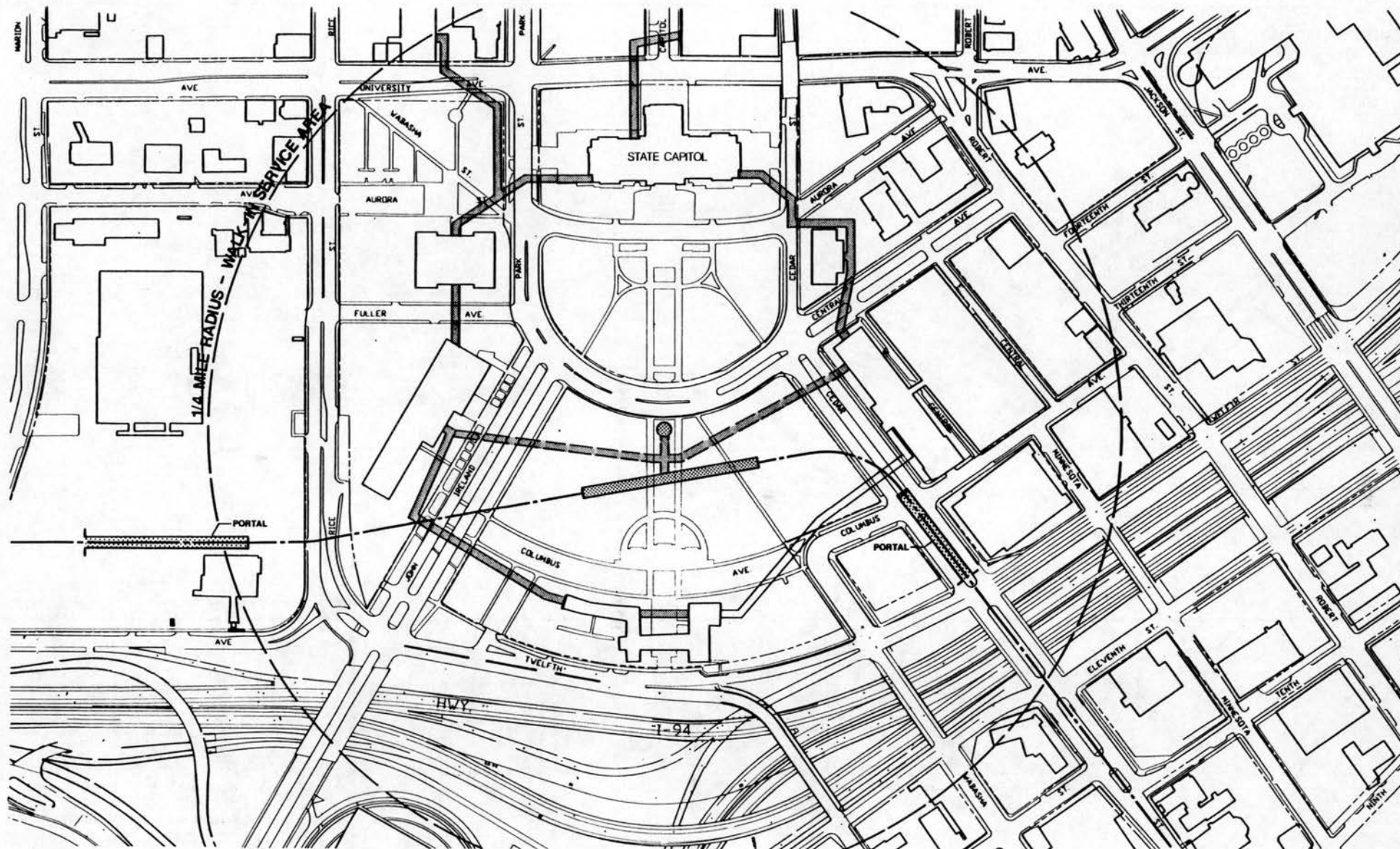


Figure 1



**CAPITOL AREA LRT ALIGNMENT STUDY
RETAINED ALTERNATIVE-
TWELFTH STREET**

8-1



— CAPTOL AREA TUNNEL SYSTEM

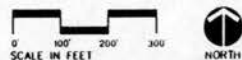
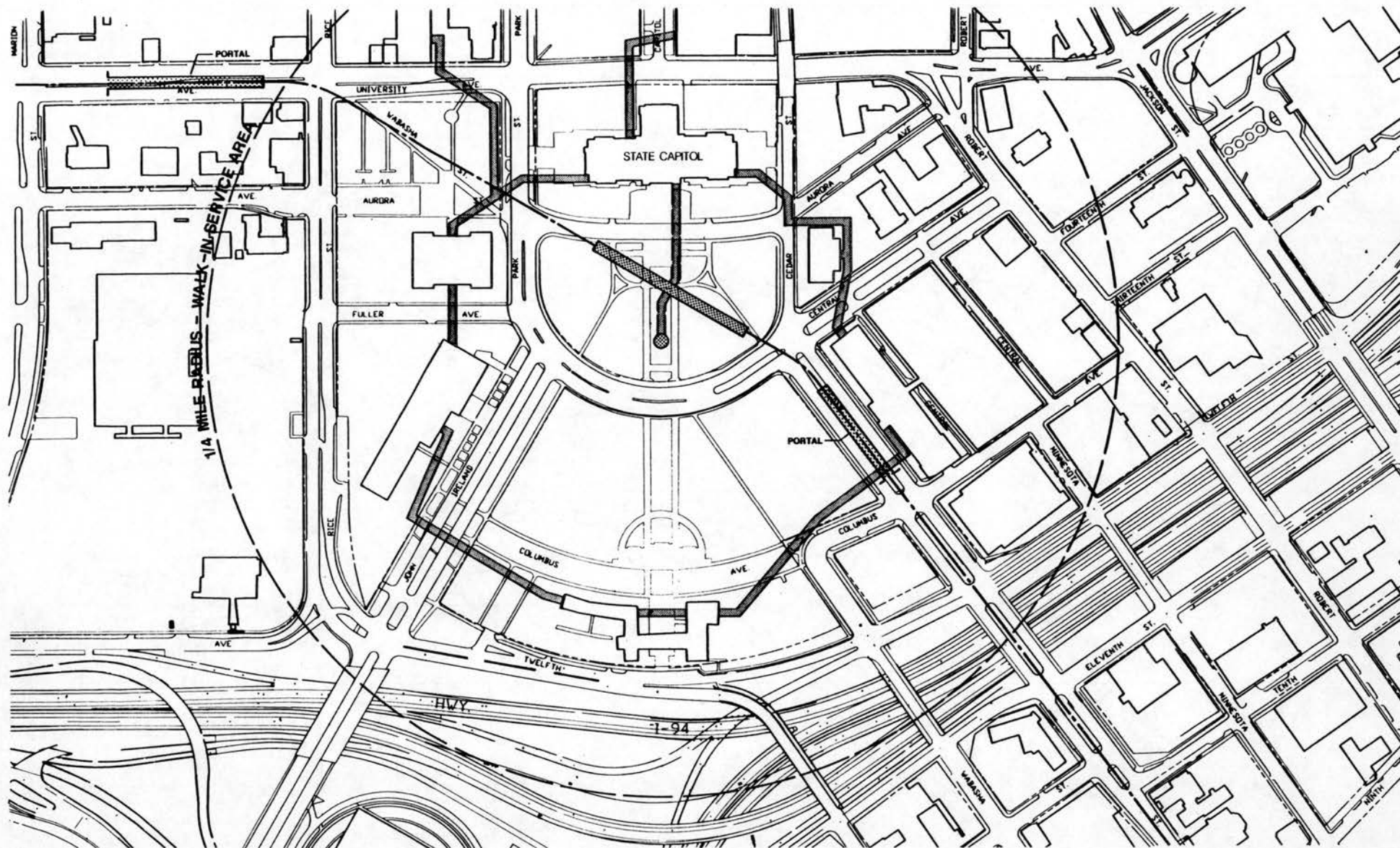


Figure 2

BRW

CAPITOL AREA LRT ALIGNMENT STUDY
CAPITOL AREA SHORT TUNNEL STUDY

6-1



— CAPITOL AREA TUNNEL SYSTEM



Ramsey County Regional Railroad Authority

Figure 3
BRW

CAPITOL AREA LRT ALIGNMENT STUDY
CAPITOL AREA SHORT TUNNEL STUDY

01-1

November 6, 1990

EVALUATION OF ALTERNATIVES

1.0 INTRODUCTION

This memorandum summarizes a comparison of alternative LRT alignments for the Midway Corridor. Several evaluation criteria have been identified for the comparison. The selection of the criteria is based on Ramsey County goals for LRT, evaluation criteria developed by the Midway Corridor Task Force, and topics required to be addressed in the Draft Environmental Impact Statement. The memorandum provides a description of goals and previously adopted criteria, identifies the criteria to be considered for this evaluation, and summarizes the results of the evaluation.

The no-build alternative and three LRT alignment alternatives have been identified for study in the Midway Corridor Environmental Impact Statement. These alternatives extend from Oak Street in Minneapolis to Marion Street in Saint Paul and connect to the Capitol Area and Downtown Saint Paul LRT alignments. The three alternative LRT alignments are described as follows:

Burlington Northern/Pierce Butler Route – This alternative would follow Beacon Street, University Avenue, the University of Minnesota Transitway, Pierce Butler Route, Minnehaha Avenue, Como Avenue, and Marion Street to the Capitol Area and Downtown St. Paul.

University Avenue – This alternative generally follows University Avenue from Oak Street to Marion Street, then through the Capitol Area to Downtown St. Paul.

Soo Line/Interstate 94 - This alternative follows the Soo Line Railroad right-of-way from Beacon Street southeasterly to Interstate 94 near Fairview Avenue and along the median of Interstate 94 to the Capitol Area and Downtown St. Paul.

2.0 BACKGROUND

This section describes the Ramsey County Regional Railroad Authority (RCRRA) goals, Midway Corridor Task Force (MCTF) prioritization of those goals, and MCTF evaluation criteria. RCRRA adopted seven goals for LRT on June 28, 1988. These goals and specific actions to accomplish the goals are described below.

1. To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.
 - Prepare an LRT Comprehensive Plan for Ramsey County which recognizes the interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties.
 - Coordinate LRT plans with other counties, state and regional agencies.
 - Coordinate LRT plans with cities and townships in Ramsey County.
2. To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.
 - Increase use of transit by existing auto users.
 - Improve transit travel time.
 - Locate LRT in areas of high auto congestion, but not on street right-of-way where LRT would exacerbate that congestion.

- Locate LRT on exclusive right-of-way where feasible.
 - Minimize vehicle/transit/pedestrian conflicts.
 - Install traffic signal preemption equipment on light rail vehicles and at LRT/street crossings.
 - Space stations at intervals to minimize travel time.
 - Provide park-and-ride facilities at some LRT station areas.
 - Encourage downtown parking policies that provide incentives to LRT use.
3. To enhance economic development in Ramsey County.
- Select corridors for LRT where economic development can be encouraged.
 - Coordinate economic development with the agency responsible for it.
 - Promote marketing and incentives to encourage economic development at LRT station areas.
 - Respond to desires of individual areas through which LRT passes to preserve the status quo or to intensify land use.
 - Plan LRT construction to minimize detrimental impact on existing businesses.
4. To decrease costs of transportation services in Ramsey County.
- Provide an alternative to private auto ownership and its attendant costs
 - Reduce operating costs of transit services by using light rail vehicles to carry more passengers per vehicle than conventional buses.

- Reduce the need for additional roadway capacity with LRT.
5. To respond to mobility needs in Ramsey County.
- Provide improved transit service with diverse modes to meet differing trip purposes.
 - Integrate access to disabled in planning for an LRT system in Ramsey County.
 - Involve citizens of the County in LRT plans.
 - Serve transit dependent concentrations with transit services.
 - Coordinate feeder transit services with LRT service in a manner which improves, rather than decreases, overall transit service to the area.
6. To reduce the environmental impacts associated with the automobile in Ramsey County.
- Locate LRT to improve, not worsen, air quality
 - Plan LRT systems to minimize noise levels to residential land uses
 - Work with neighborhoods through which LRT passes to minimize disruption.
7. To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers.
- Examine sources of funding as alternatives to the property tax.
 - Encourage legislation that would provide flexible, alternative sources of revenue to the property tax.

The Midway Corridor Task Force (MCTF) has prioritized these goals in the following manner.

MCTF

Priority

RCRRA Goal

- 1 To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.
- 2 To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.
- 3 To respond to mobility needs in Ramsey County.
- 4 (tie) To enhance economic development in Ramsey County.
- 4 (tie) To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers.
- 6 (tie) To decrease costs of transportation services in Ramsey County.
- 6 (tie) To reduce the environmental impacts associated with the automobile in Ramsey County.

MCTF Evaluation Criteria

The MCTF adopted several specific evaluation criteria related to the prioritized goals. The RCRRA goals and related MCTF criteria are described below.

Reduce Roadway Congestion

- o Change in level of service on corridor roadways
- o LRT ridership during peak periods
- o Total transit ridership during peak periods
- o Number of new transit riders
- o Parking adequacy at adjacent businesses and residences

Integrate LRT with Other Transportation Services

- o Expected number of transfers from the feeder bus system
- o Expected number of transfers from automobiles

Respond to Mobility Needs

- o Area of Transit Service Coverage in the Midway Corridor
- o Change in Existing Transit Service
- o Effect on Existing Transit Service

Enhance Economic Development

- o Change in expected economic development
- o Effect during construction on adjacent businesses
- o Long-term effect on adjacent businesses
- o Long-term effect on corridor businesses

Minimize Cost of LRT

- o Constructibility
- o LRT construction cost
- o LRT operating cost
- o Degree of consensus

Minimize Cost of Transportation Services

- o Transit system capital cost
- o Transit system operating cost

Reduce Automobile-Generated Environmental Impacts

- o Change in automobile vehicle miles of travel (VMT)
- o Change in level of service on corridor roadways
- o Level of park-and-ride expected
- o Level of drop-off/pick-up expected
- o Amount of LRT user parking expected on residential streets

Draft EIS Analysis Topics

The Draft Environmental Impact Statement (DEIS) for the Midway Corridor addresses several topics and issues. These topics were identified as part of the scoping process for the DEIS. The Midway Corridor Light Rail Transit Scoping Decision Document identified the following topics for study.

- o Wetlands, Vegetation and Wildlife
- o Soils
- o Runoff and Receiving Waters
- o Air Quality
- o Noise and Vibration
- o Cultural Resources
- o Parkland
- o Traffic
- o Transit Service
- o Visual Impacts
- o Financial Impacts
- o Economic Development, Employment, and Neighborhood Impacts
- o Future Ridership Forecasts

3.0 EVALUATION CRITERIA

Criteria related to RCRRRA goals, MCTF evaluation criteria, and DEIS topics have been identified for use in comparing the three Midway Corridor LRT alternatives. The evaluation criteria have been grouped into four major categories: Physical Characteristics, Transportation Service Impacts, Environmental Consequences, and Financial Characteristics. The criteria in each of these categories and the RCRRRA goals related to each of the criteria, are identified below.

Physical Characteristics

<u>Criteria</u>	<u>Related RCRRRA Goal</u>
Route Length	2,5
Number of Stations	3,5
Travel Time	2,5
Number of Light Rail Vehicles (LRV)	4
Number of Buses	1,4,5
Park and Ride Spaces	1,2,3,4
Transit Trip Characteristics	5
- Local to Local Transit Trips	
- Local to Downtown Transit Trips	
- Downtown to Downtown Transit Trips	

Transportation Service Impacts

<u>Criteria</u>	<u>Related RCRRA Goal</u>
Coordination with Regional LRT System	1
Coordination with Other Transportation Projects	1
Intersection Levels of Service	2,4,6
Total Vehicle Miles of Travel	2,4,6
Local Accessibility	2,3,6
Neighborhood Impacts and Traffic Changes	6
Frequency of Transit Service	5
Impacts to Transit Dependent	5

Environmental Consequences

<u>Criteria</u>	<u>Related RCRRA Goal</u>
Right-of-Way Requirements	4,6
Air Quality Impacts	6
Noise Impacts	6
Vegetation, Wildlife, and Wetlands	6
Soils	6
Runoff/Receiving Waters	6
Land Use	3,6
Cultural Resources	3,6
Parkland	6
Economic Development	3
Visual Impacts	6
Employment	3

Financial Characteristics

<u>Criteria</u>	<u>Related RCRRA Goal</u>
LRT Ridership	2,5
LRT Capital Cost	4,7
LRT Operating Cost	4,7
Route Miles of Feeder bus Service	4,7
Route Miles of Regular Route Service	4,7
Net Change in Route Miles of Corridor Bus	4,7
Net Change in O/M Cost for Corridor Bus	4,7
Capital Cost of Buses	4,7

4.0 SUMMARY OF EVALUATION RESULTS

Results of the evaluation of alternatives are summarized for each of the evaluation criteria identified in the previous section. The evaluation assumes that the Midway Corridor is the only light rail alignment in the region, rather than a segment of the proposed regional LRT system. The results for no-build alternative as well as each of the three LRT alignment alternatives are described as follows.

PHYSICAL CHARACTERISTICS

Route Length

The route length of each of the LRT alignments is shown in the Table.

	Length (miles)	
	From 7th/Marquette Minneapolis to Union Depot in Saint Paul	From Oak Street Minneapolis to Union Depot in Saint Paul
BN/Pierce Butler	11.4	8.1
University Ave.	11.0	7.7
Soo Line/I-94	11.4	8.1

Number of Stations

The stations for each of the LRT alternatives are:

<u>BN/Pierce Butler</u>	<u>University Avenue</u>	<u>Soo Line/I-94</u>
Convention Center	Convention Center	Convention Center
7th/Marquette	7th/Marquette	7th/Marquette
Library	Library	Library
Mills	Mills	Mills
Metrodome	Metrodome	Metrodome
West Bank	West Bank	West Bank
East Bank	East Bank	East Bank
25th Avenue	Oak Street	25th Avenue
Raymond	27th/University	Franklin
Snelling	Bedford	Cleveland
Lexington	TH 280	Snelling
Dale	Raymond	Lexington
Galtier	Cleveland	Dale
Rice/Fuller	Wheeler	Rice Street
11th/Cedar	Snelling	11th/Cedar
6th/Cedar	Hamline	6th/Cedar
4th/Minnesota	Lexington	4th/Minnesota
<u>Union Depot</u>	<u>Victoria</u>	<u>Union Depot</u>
11 stations	Dale	11 stations
	Western	
	Rice/Fuller	
	11th/Cedar	
	6th/Cedar	
	4th/Minnesota	
	<u>Union Depot</u>	
	18 Stations	

Peak Hour Travel Time

Estimates of the travel time for the LRT alignment alternatives are based on the operating speed of the LRT, the dwell time at station stops, and typical service delays. Estimates for bus service travel times for the no-build condition assume that bus service in the corridor remains essentially the same as existing conditions.

PeakHour Travel Time
(minutes)

From 7th/Marquette Minneapolis to 6th/ Cedar in Saint Paul	From Oak Street Minneapolis to 6th/ Cedar in Saint Paul
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No-Build

Bus Route 16A - University Avenue	55	39
Bus Route 94B		
I-94 Express	37	NA
Bus Route 94D		
I-94 Express	28	NA

LRT Alternatives

BN/Pierce Butler	35	23
University Ave	39	27
Soo Line/I-94	30	18

Number of Light Rail Vehicles

The number of Light Rail Vehicles (LRV) which would be required to operate the system is based on the ridership forecasts from the Metropolitan Council and the operating plan developed for each of the alternatives.

Number of Light Rail
Vehicles Required

	CBD to CBD Service	Increment Above University Connector Service
BN/Pierce Butler Route	26	16
University Avenue	21	11
Soo Line/Interstate 94	24	14

Number of Buses

The number of buses required to operate the regular route bus service and the feeder bus service for each of the LRT alternatives is based on the transit service plans developed by the MTC.

	Number of Buses Required
No-Build Alternative	180
BN/Pierce Butler Route	114
University Avenue	120
Soo Line/Interstate 94	120

Park-and-Ride Spaces

The demand for park-and-ride spaces at stations along each of the alternative alignments was estimated in the ridership forecasts.

	Estimated Number of Park- and-Ride Spaces
BN/Pierce Butler Route	2,000
University Avenue	700
Soo Line/Interstate 94	1,700

Trip Characteristics

Several light rail transit trip origin and destination characteristics have been identified as a result of the ridership forecasts. The information provides an overview of LRT travel patterns in the Midway Corridor.

	Trip Orientation		
	Local- <u>Local</u>	Local- <u>Downtown</u>	Downtown- <u>Downtown</u>
BN/Pierce Butler Route	2,400	14,600	7,300
University Avenue	3,000	18,000	9,000
Soo Line/Interstate 94	3,200	19,400	9,800

TRANSPORTATION SERVICE IMPACTS

Coordination with Regional LRT System

The regional LRT system is planned to be a high speed limited stop transit system that will form the spine of a more elaborate overall transit system. The overall transit system will include LRT coordinated with feeder bus routes and local regular route bus service.

The Midway Corridor is an important link in the regional LRT system. The corridor will connect the two LRT hubs, one centered on Downtown Minneapolis and one centered on Downtown Saint Paul. In addition to providing LRT access from the corridor area, the Midway Corridor will allow LRT riders from other corridors to access the Midway Corridor.

Each of the three LRT alternatives in the Midway Corridor would provide the basic connection between these two LRT hubs. The Soo Line/Interstate 94 alternative, and, to some extent the BN/Pierce Butler alternatives, with many grade-separated street crossings and approximately one-mile station spacing, would provide faster connections to other parts of the regional LRT system. The University Avenue Alternative, with station spacing of approximately one-half mile or less and slower operating speeds, provides slower access to the rest of the regional LRT system.

Coordination with Other Transportation Projects

The University of Minnesota will build an exclusive busway connecting the Minneapolis Campus to the Saint Paul Campus. The BN/Pierce Butler LRT alternative would be located along the southern edge of the transitway from 27th Street in Minneapolis to Raymond Avenue in Saint

Paul. This construction of LRT would utilize part of the Transitway right-of-way, and could take place without seriously disrupting operation of the transitway.

Interstate 94 between Downtown Minneapolis and Downtown Saint Paul will be reconstructed. Discussions with the Minnesota Department of Transportation indicate that LRT designs for a Soo Line/Interstate 94 alternative could be coordinated with reconstruction plans for the roadway, provided the alignment decision is made relatively soon.

Intersection Levels of Service

Intersection levels of service have been calculated with and without traffic diversions and station-related traffic resulting from each of the LRT alternatives. The area analyzed was from Energy Park Drive to Concordia, from Oak Street to the Capitol.

Levels of service (LOS) describe delay at intersections and are based on traffic volumes and roadway geometrics. Levels of service range from A to F, with Level of Service A representing little or no delay and Level of Service F representing extreme congestion. In urban areas Levels of Service A through D are considered acceptable; Levels of Service E and F are considered unacceptable.

For the Year 2010 peak hour no-build condition analysis indicates that twelve intersections would operate in the unacceptable (Level of Service E/F) range:

No-Build

1. Dale/Minnehaha
2. University/Snelling
3. University/Hamline
4. University/Lexington
5. Cretin/Eastbound I-94 ramp
6. Dale/St. Anthony
7. Marion/St. Anthony
8. Lexington/Concordia
9. Dale/Concordia
10. Snelling/East Pierce Butler ramps
11. Hamline/Pierce Butler
12. University/Simpson

Improvements required to bring these intersections into the acceptable (LOS D) condition were identified.

If LRT is constructed on the BN/Pierce Butler Alignment eleven intersections would be in the unacceptable range. These deficiencies could be mitigated with the addition of turn lanes at the intersections.

1. Snelling/Taylor
2. Dale/Minnehaha
3. University/Snelling
4. University/Hamline
5. University/Lexington
6. Cretin/Eastbound I-94 ramp
7. Dale/St. Anthony
8. Marion/St. Anthony
9. Lexington/Concordia
10. Dale/Concordia
11. Simpson/University

The University Avenue LRT alternative would include fourteen intersections in the unacceptable category:

1. University/Fairview
2. University/Snelling
3. University/Hamline
4. University/Lexington
5. University/Dale
6. University/Western
7. Cretin/Eastbound I-94 ramp
8. Dale/St. Anthony
9. Marion/St. Anthony
10. Lexington/Concordia
11. Dale/Concordia
12. Dale/Minnehaha
13. Snelling/East Pierce Butler ramps
14. Hamline/Pierce Butler

There are a number of options to mitigate these impacts. For most intersections, an added turn lane or signalization will improve operations. For University/Snelling and University/Lexington, more elaborate mitigation is required. These mitigations could include the addition of a through lane in each direction on University Avenue, use of one-way streets, or grade separation of the problem intersections.

The Soo Line/Interstate 94 alternative would include twelve intersections in the unacceptable level of service category:

1. Dale/Minnehaha
2. University/Snelling
3. University/Hamline
4. University/Lexington
5. Cretin/Eastbound I-94 ramp
6. Dale/St. Anthony
7. Marion/St. Anthony
8. Lexington/Concordia
9. Dale/Concordia
10. Snelling/East Pierce Butler ramps
11. Hamline/Pierce Butler
12. Simpson/University

Local Accessibility

The LRT alternatives may impact accessibility by restricting some access to land uses and minor streets along the route. The BN/Pierce Butler Route may include some access restrictions and driveway consolidation for commercial/industrial uses along the north side of the Pierce Butler Route, the north side of Minnehaha Avenue and the southwestern edge of Como Avenue.

The University Avenue Alternative would restrict access across University Avenue to major north-south streets approximately one-quarter mile apart. In order to access businesses, residences, and streets on the opposite side of the street, automobile drivers would make a U-turn at the nearest signalized intersection. Pedestrian crossings of University Avenue would be provided every block.

The Soo/Line Interstate 94 alternative is primarily located along railroad right-of-way and grade separated freeway right-of-way. The segment on Ravoux Street at Marion Street will prohibit left turns into and out of the parking lots.

Neighborhood Traffic Impacts and Changes

The primary traffic impact of LRT on neighborhood areas would be potential traffic diversion from major arterials resulting from reduction in street capacity.

The BN/Pierce Butler alternative may require some diversion of traffic from Pierce Butler Route and Minnehaha Avenue to the adjacent neighborhood streets. It is estimated that between 600 and 1,500 daily trips could be diverted through these areas.

The University Avenue alignment would cause short rerouting of trips by neighborhood residents as a result of left turn restrictions on University Avenue. The Soo Line/Interstate 94 alternative would not include significant diversions of traffic to adjacent neighborhood streets; drivers on Raxoux Street may have to make slight adjustments of their route.

Decrease in Daily Vehicle Miles of Travel

The change in the automobile vehicle miles of travel in the corridor is a comparison of the no-build alternative to each of the LRT alternatives. It is estimated that approximately 62 million vehicle miles of travel (VMT) will take place each day in the Year 2010 in the No-Build Alternative.

The comparison is based on the number of former automobile drivers that would become transit riders and the average trip lengths in the region. The forecast of the number of automobile drivers converted to transit riders comes from the ridership forecasts completed by the Metropolitan Council.

Decrease in Daily Vehicle Miles of Travel (Year 2010)

No Build	Base
BN/Pierce Butler Route	20,300
University Avenue	17,800
Soo Line/Interstate 94	24,300

Anticipated Frequency of Transit Service

Existing peak hour transit service in the corridor provides one bus approximately every six minutes in each direction along University Avenue or Interstate 94. The Regional Transit Board's 2010 Bus Plan indicates that these headways will remain essentially the same in the future, if LRT is not constructed. Transit service plans for each of the three LRT alternatives were developed by the MTC. LRT may operate on 7.5-minute headways during the peak hour period for each of the three alignments.

In the midday off-peak period the University Avenue bus operates with approximately an 8-minute headway and the Interstate 94 bus operates with a 20-minute headway. The LRT would operate with a 15-minute headway during the midday off-peak period.

Evening bus service headways are approximately 20 minutes along University Avenue and 40 minutes for Interstate 94. Headway for LRT evening service would be approximately 30 minutes.

Impacts on Transit Dependents

High concentrations of transit dependents are located along portions of all alignments. The University Avenue LRT alternative would provide the most direct service to these transit dependents. The Soo Line/Interstate 94 alternative would provide some direct service to transit dependent concentrations located south of University Avenue. Service to other concentrations of transit dependent would be provided by the feeder bus system. The BN/Pierce Butler Route alternative would provide the least direct service to concentrations of transit dependents. Transit dependents would access LRT via the feeder bus system.

Bus Transfers

The ridership forecasts prepared by the Metropolitan Council include the number of transfers between the bus system and the LRT for each of the Midway Corridor alternatives.

2010 Forecast
Daily Bus/LRT Transfers

	<u>Peak Hour</u>	<u>Daily</u>
BN/Pierce Butler Route	2,000	12,100
University Avenue	1,850	12,300
Soo Line/Interstate 94	3,900	18,900

ENVIRONMENTAL CONSEQUENCES

Right-of-way Requirements

The right-of-way required to accommodate the LRT tracks, station platforms and drop-off access, and park-and-ride lots has been determined for each of the alternatives. The value of the land needed for the LRT right-of-way has been estimated based on valuations from tax assessor records, factored to reflect market value. Relocation costs have also been estimated. The right-of-way requirements are for the Midway Corridor alternatives from Oak Street in Minneapolis to Union Depot in Downtown Saint Paul. The right-of-way cost is expressed in 1991 dollars.

Estimated Right-of-Way
Requirements

	<u>Area (acres)</u>	<u>Acquisition/ Relocation Cost (1991 dollars)</u>
Necessary for LRT Construction		
BN/Pierce Butler Route	34.9	\$8.2 million
University Avenue	13.8	\$5.2 million
Soo Line/Interstate 94	27.3	\$5.5 million
Downtown	0.4	\$0.6 million
Park-and-Ride Lots		
BN/Pierce Butler Route	14.7	\$4.8 million
University Avenue	11.8	\$6.5 million
Soo Line/Interstate 94	24.1	\$10.6 million

Air Quality Impacts

The assessment of air quality impacts for the Midway Corridor is primarily dependent on forecasts of automobile congestion, delay at intersections, and total vehicle miles of travel. Provided that plans to improve the intersection of Lexington Parkway and University Avenue are implemented by the City of Saint Paul, the no-build alternative is not predicted to include any intersections that would not be in compliance with Minnesota Pollution Control (MPCA) Standards.

Preliminary air quality assessments indicate that the BN/Pierce Butler alternative and the Soo Line/Interstate 94 alternative may result in a slight improvement in air quality when compared to the no-build alternative. This slight improvement would result from fewer peak hour buses and automobiles traveling through the corridor.

For the University Avenue LRT alternative without mitigation measures, the University Avenue intersections with Snelling Avenue and Lexington Parkway would not be in compliance with MPCA standards. If the potential mitigation measures suggested as part of the traffic analysis were implemented, the intersections would be in compliance with MPCA standards. These mitigations would include either use of one-way streets (\$5 million), grade-separation of problem intersections (\$35 million),

or addition of a third through lane in each direction on University Avenue (\$45 million).

Noise Impacts

A summary by alignment alternative of the noise impacts associated with LRT vehicle passbys and with relocation of traffic lanes with respect to noise receptors is documented in the following sections. Due to the range in typical LRT vehicle maximum passby noise emissions, a best and worst-case emissions noise impact area has been established for areas adjacent to each alignment alternative.

BN/PIERCE BUTLER ALIGNMENT

Adjacent to the proposed Pierce Butler Route/BN Railroad alignment four dwelling units and 1.02 acres of parkland fall within the best-case noise impact area for LRT vehicle noise emissions. Under the worst-case emissions scenario, 140 dwelling units, 5.88 acres of parkland and one commercial use lie within the noise impact area.

UNIVERSITY AVENUE ALIGNMENT

The LRT vehicle noise impact area along the proposed University Avenue alignment alternative falls within the existing roadway right-of-way for the best-case noise emissions scenario. Under the worst-case emissions scenario, three dwelling units, 1.8 acres of parkland and three commercial uses lie within the noise impact area. Although traffic lanes would be moved closer to the right-of-way line, noise levels will not be perceptibly changed.

SOO LINE/INTERSTATE 94 ALIGNMENT

Adjacent to the proposed I-94 Soo Line Railroad alignment one dwelling unit and 0.5 acres of parkland fall within the best-case noise impact area for LRT vehicle noise emissions. Under the worst-case emissions scenario, 61 dwelling units and 1.8 acres of parkland lie within the noise impact area.

Construction of LRT in the median of I-94 requires widening the median from Western Avenue to Fairview Avenue. Widening the median results in moving the roadway travel lanes 15 to 30 feet closer to the right-of-way limits. The analysis of predicted build and no-build traffic noise levels resulted in the conclusion that expanding the median the distance required to accommodate LRT, would result in at most a one decibel increase in noise levels at the closest receiver sites. An increase of less than three decibels is not noticeable to the human ear.

Vegetation, Wildlife and Wetlands

There are no significant impacts to vegetation or wildlife expected along any of the three alignment options for the Midway Corridor. A Department of Natural Resources (DNR) designated wetland is located adjacent to the BN/Pierce Butler Alignment near Transfer Road. The construction of LRT on this alignment is not expected to require any filling, excavation, or changes to the course, current, or cross-section of this wetland. Therefore, no mitigation is required.

Soils

Since the LRT is electrically powered and does not generate significant hazardous wastes, soil impacts are confined primarily to disruption of existing contamination sites in the corridor area. Potential soil contamination sites were identified for the corridor area based on a file evaluation of Minnesota Pollution Control Agency (MPCA) records.

	Potential Soil Contaminations Sites (within 0.5 miles of Alternative Alignment)
BN Pierce Butler Route	19
University Avenue	21
Soo Line/Interstate 94	9

There are a number of mitigation techniques for soil contamination sites including landfarming, thermal treatments, encapsulation, and incorporation into Class 5 Aggregate.

Runoff/Receiving Waters

Because of the developed urban nature of the area and only minimal increases in storm water runoff from the LRT and park-and-ride lots, it not expected that any of the LRT alignments will have a significant impact on runoff and receiving waters.

Land Use

Preliminary analyses of development potential revealed that there will not likely be any significant development pressures along either the Burlington Northern/Pierce Butler Route Alternative of Soo Line/Interstate 94 Alternatives. Therefore, it is expected that land use and character of the area would remain essentially the same. There may be some limited potential for development at station locations along the University Avenue alignment. Since the University Avenue area includes primarily commercial development at present, any change associated with LRT is not expected to change the character of the area.

Cultural Resources

All of the sites in the corridor that are on, nominated to, or potentially eligible for the National Register of Historic Places and/or locally designated as significant by the Heritage Preservation Board, have been identified. It is assumed that a site is impacted by an LRT alignment if: all or part of the property is destroyed, the property is isolated from its surrounding environment, visual or audible intrusions would result, property is neglected and not maintained, the property is transferred or sold without adequate restrictions regarding preservation, maintenance or use.

	<u>Alignment Construction</u>		<u>Park-and-Ride Construction</u>	
	<u>Known</u>	<u>Unevaluated</u>	<u>Known</u>	<u>Unevaluated</u>
BN/Pierce Butler Route	0	0	0	11
University Avenue	0	0	1	20
Soo Line/Interstate 94	0	0	1	49

Parkland

The LRT alignments could have some impact on corridor area parks in terms of access, user safety, visual impact, and projected proximate development.

	<u>Number of Parks Impacted</u>
BN/Pierce Butler Route	5
University Avenue	4
Soo Line/Interstate 94	2

Impacts to parkland can be mitigated by avoiding any encroachment on parks, planting additional trees and shrubs along the LRT line, and careful design of LRT stations and parking areas.

Economic Development

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

1. Construction of the LRT can be expected to have short-term negative impacts. These impacts are generally not deemed severe.
2. LRT is expected to have a small, positive long-term impact upon existing uses and new development opportunities.
3. 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.

4. 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 (Basile, Baumann, Prost, Inc.) cannot identify a clearly preferred alignment on the basis of economic impacts.

On-Street Parking

In locations where LRT would be constructed within existing street right-of-way, use of the available width was examined. The LRT cross-section, maintenance of existing traffic carrying capacity and adequate sidewalk width were given priority. In many cases, especially along University Avenue, it was necessary to eliminate on-street parking. In most cases it was determined, in consultation with local planning and public works staff, that the lost parking should be replaced in off-street lots. The amount of displaced parking is shown in the table.

	Number of On-Street Parking Spaces Displaced
No Build	N/A
BN/Pierce Butler Route	N/A
University Avenue	1,100
Soo Line/Interstate 94	75

Visual

The assessment of visual impacts for the Midway Corridor examined the potential changes in the existing visual environment which would result from the implementation of LRT service. Positive visual impact occurs when the presence of LRT contributes to the overall ambiance of an area. The poles and overhead wires needed to supply electrical power to the LRT vehicles were considered by some to be visually unattractive.

The BN/Pierce Butler Route would include some visual impacts to adjacent residences primarily along the Pierce Butler, Minnehaha Avenue, and

Como Avenue portions of the alignment. The Soo Line/Interstate 94 would also have some visual impact to residences along the Soo Line portion of the alignment. This portion of the alignment had previously been an active railway and would be similar in appearance to the proposed LRT line. The University Avenue Alternative is located along an existing transportation corridor and may have a positive visual impact in terms of streetscape improvements and activity.

Employment

Short-term (three-year) construction jobs and permanent jobs were estimated.

	Employment Impacts	
	<u>Net Change in Employment</u>	
	<u>Temporary Jobs</u>	<u>Permanent Jobs</u>
NoBuild	Base	Base
BN/Pierce Butler	820	90
University Avenue	870	90
Soo Line/Interstate 94	1,060	95

FINANCIAL CHARACTERISTICS

LRT Ridership

LRT Ridership forecasts have been prepared by the Metropolitan Council of the Twin Cities area for each of the LRT alignments in the Midway Corridor. The forecasts are for the Year 2010. These forecasts were prepared for a stand-alone light rail line between Downtown Saint Paul and Downtown Minneapolis. They do not include the effect on ridership of additional LRT lines entering the two downtowns from other corridors.

MIDWAY CORRIDOR DAILY TRANSIT RIDERSHIP FORECAST

Route	1988	2010	2010 LRT Ridership		
	Base	All Bus	I-94/ Soo Line	University	BN/PB
Route 16 A/E University Avenue Bus	21,800	25,600	2,600	1,700	11,300
Route 94 B/D I-94 Express Bus	5,900	6,800	--	3,900	--
LRT	--	--	32,400	30,000	24,300
Sum	27,700	32,400	35,000	35,600*	35,600*
New Transit Riders (LRT Compared to 2010 All Bus)			3,000	2,200	2,500

* Includes diversions from bus routes outside the corridor

LRT Capital Cost

Capital cost estimates for each of the three LRT alternatives have been prepared. The capital costs include LRT track, stations, and equipment for the entire Midway Corridor from Oak Street in Minneapolis to Union Depot in Downtown Saint Paul.

MIDWAY CORRIDOR LRT

CONCEPTUAL CAPITAL COST ESTIMATE SUMMARY (Mid-1991 dollars in millions) Oak Street to Cedar Street/I-94				
	University Avenue	BN/Pierce- Butler	Soo Line/ I-94	Downtown St. Paul
1. LINE SEGMENTS CONSTRUCTION				
1) Right-of-Way Acquisition/ Relocation, General	5.2 (Note 4)	8.2	5.5	0.6
2) Right-of-Way Acquisition/ Park-and-Ride	6.5	4.8	10.6	0.0
3) Utility Work	17.0	24.4	10.7	2.1 (Note 1)
4) Guideways	25.9	25.5	38.8	4.7
5) Non-Recurrent Items	12.2 (Note 4)	2.2	21.1 (Note 6)	4.0 (Note 1)
6) Stations	21.8	15.0	15.0	5.2
7) Park-and-Ride at Stations	2.0	5.7	4.8	0.0
SUB-TOTAL, LINE SEGMENTS	90.6	85.8	106.5	16.6
2. SYSTEMWIDE CONSTRUCTION				
1) Trackwork	12.7	11.4	10.3	4.5
2) Electrification	16.9	10.9	10.7	2.6
3) Signals/Train Control	4.9	6.6	6.8	0.3
4) Communications (Note 2)	2.2	2.0	2.0	0.4
5) Fare Collection	1.5	0.8	0.8	0.5
6) Light Rail Vehicles (Note 5)	18.7 (11 LRV)	27.2 (16 LRV)	23.8 (16 LRV)	0.0
SUB-TOTAL, SYSTEMWIDE	56.9	58.9	54.4	8.3
3. SUB-TOTAL, CONSTRUCTION COST	147.5	144.7	160.9	24.9
4. CONTINGENCIES (20%)	29.5	28.9	32.2	5.0
5. SUBTOTAL	177.0	173.6	193.1	29.9
6. ENGINEERING & MANAGEMENT (20%)	35.4	34.7	38.6	6.0
7. TOTAL CAPITAL COST	212.4	208.4	231.7	35.9

NOTES:

- Utilities relocation estimate for downtown Saint Paul includes a two-foot-thick slab constructed over existing utilities. If all utilities are relocated from under the LRT tracks, the relocation costs would be \$17 million, plus contingency and engineering & management. The LRT implementation agency may not be responsible for all utility relocations.
- Does not include any CCTV, which could add up to \$4 million, depending on alignment selected.
- Includes allowance for transit mall/pedestrian enhancement (101,200 square feet at \$40 per square foot), and replacement parking (102 spaces at \$10,000 per space).
- Does not include improvements necessary to mitigate air quality and traffic impacts. Three mitigation alternatives have been identified: One-way pair (\$5 million); Grade Separations (\$35 million); Widen University Avenue (\$45 million).
- Vehicle requirement given assumes the vehicles needed to provide the service between the Minneapolis CBD and the University of Minnesota are in place. Spare LRV's are included. Cost of \$1.7 million per LRV includes spare parts. Yard and shop costs are not included.
- Estimated cost of I-94 freeway construction from Fairview to Western is \$37 million (1991 dollars). Mn/DOT programmed construction cost of this segment under REMAP is \$15 million (1988 dollars; estimated cost in 1991 dollars is \$18 million). Difference of \$19 million is included in this item.

LRT Operating Cost

Based on LRT alignment and station plans, system standards, and the ridership forecasts, an LRT operating plan has been developed for each alternative. Based on the operating plan, annual LRT operating costs are estimated. The estimate is for a downtown-to-downtown service.

	Annual LRT Operating and Maintenance Cost
BN/Pierce Butler Route	\$7.7 million
University Avenue	\$8.0 million
Soo Line/Interstate 94	\$7.0 million

Net Change in Vehicle Miles of Corridor Bus Service

The net change in vehicle miles of the corridor bus service is a measure of the efficiency with which corridor transit service is provided. Since each alternative provides about the same level of transit service, a reduction in bus miles represents more efficiently provided service.

	Net Decrease in Daily Vehicle Miles of Corridor Bus Service
BN/Pierce Butler Route	4,837
University Avenue	5,969
Soo Line/Interstate 94	5,416

Net Change in Operating and Maintenance Cost for Corridor Bus

Based on the change in vehicle mileage for corridor bus service, an estimate of the change in operating cost for the bus system component of the overall transit system has been estimated for each of the LRT alternatives.

Net Decrease in Annual Operating/
Maintenance Cost
For Corridor Bus

No Build	Base
BN/Pierce Butler Route	\$5.9 million
University Avenue	\$7.3 million
Soo Line/Interstate 94	\$6.7 million

Capital Cost of Buses

The number of buses that would be required to operate the feeder bus and regular route buses for each of the alternatives has been estimated by the MTC. A capital cost of \$168,000 per bus has been used to estimate the difference in capital cost.

Net Change in
Capital Cost of Buses
(1991 \$'s)

No-Build	Base
BN/Pierce Butler Route	-\$11,088,000
University Avenue	-\$10,080,000
Soo Line/Interstate 94	-\$10,080,000

**MIDWAY CORRIDOR LRT
COMPARISON OF ALTERNATIVES**

PHYSICAL CHARACTERISTICS

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
• Route Length				
– Oak/Washington to Union Depot	N/A	8.1	7.7	8.1
– 7th/Marquette to Union Depot in St. Paul	N/A	11.4	11.0	11.4
• Number of Stations				
– Oak Street to Union Depot in St. Paul	N/A	11	18	11
• Peak Hour Travel Time				
– Oak Street to 6th/Cedar in St. Paul	Bus 16A - 39 * Bus 94B - N/A Bus 94D - N/A	23	27	18
– 7th/Marquette in Minneapolis to 6th/Cedar in St. Paul	Bus 16A - 55 * Bus 94B - 37 * Bus 94D - 27 *	35	39	30
• Number of Light Rail Vehicles (CBD-to-CBD Service)	N/A	26	21	24
• Number of Buses	180	114	120	120
• Park-and-Ride Spaces (estimated)	N/A	2,000	700	1,700
• Corridor Transit Ridership	32,400	35,600	35,600	35,000
• LRT Ridership	N/A	24,300	30,000	32,400
• Local to Local LRT Trips	N/A	2,400	3,000	3,200
• Local to Downtown LRT Trips	N/A	14,600	18,000	19,400

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
• Downtown to Downtown LRT Trips	N/A	7,300	9,000	9,800
• New Transit Riders	Base	2,500	2,200	3,000

* Assumes schedule and delay remains same as present bus.

**MIDWAY CORRIDOR LRT
COMPARISON OF ALTERNATIVES**

TRANSPORTATION SERVICE IMPACTS

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
• Coordination with Regional LRT System	N/A	Consistent with Regional System Objectives	Least Consistent with Regional System Objectives	Consistent with Regional System Objectives
• Coordination with Other Transportation Projects	N/A	Project follows U of MN Transitway Construction. No significant impact.	No major projects affected.	Project could be coordinated with the Mn/DOT reconstruction of I-94
• Intersection Levels of Service (Number of intersection forecast to operate at Level of Service E or worse, PM peak hour, 2010)	12	11	14	12
• Local Accessibility	N/A	Some access restrictions, Pierce, Butler, Minnehaha, Como and Rice	Some access restrictions, University Avenue at 1/8 and some 1/4 mile points	Some restrictions on Ravoux Street
• Neighborhood Traffic Impacts	N/A	600 - 1,500 additional trips per day on neighborhood streets	Rerouting of about 800-1,600 trips per day to open intersections.	Minor rerouting of some trips on Ravoux Street
• Decrease in Daily Vehicle Miles of Travel (VMT)	Base	20,300	17,800	24,300
• Anticipated Frequency of Transit Service	6 to 30 minute headways	7.5 - 30 minute headways	7.5 - 30 minute headways	7.5 - 30 minute headways
• Impacts on Transit Dependents	N/A	No areas with high concentration of transit dependents near proposed stations	Directly serves concentrations of transit dependents along University Avenue	Serves concentrations of transit dependents south of University Avenue

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
LRT Bus Transfers				
Daily		12,100	12,300	18,900
Peak Hour		2,000	1,850	3,,900

**MIDWAY CORRIDOR LRT
COMPARISON OF ALTERNATIVES**

ENVIRONMENTAL IMPACTS

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
• Right-of-Way Acquisition/Relocation - LRT Guideway/Stations - Park-and-Ride - Downtown	N/A	4 du's; 1 commercial; 5 industrial 9 industrial 1 commercial	1 du; 3 commercial; 9.5 acres for replacement parking 17 commercial; 1 industrial 1 commercial	2 commercial; 0.6 acres for replacement parking 118 du's; 2 commercial; 2 industrial; 2 public/semi-public 1 commercial
• Air Quality		Slight improvement	Air quality impacts at Lexington and Snelling unless mitigated (One-way pair, \$5 million; grade separations, \$35 million; widen University Avenue, \$45 million)	Slight improvement
• Noise	N/A	Passby impact on 4-140 d.u.'s, 1-6 acres park, 0-1 commercial properties	Passby impact on 0-3 d.u.'s, 0-2 acres park, 0-3 commercial properties	Passby impact on 1-61 d.u.'s, 1-2 acres park
• Vegetation, Wildlife and Wetlands	N/A	No Impact	No Impact	No Impact
• Soils (known or potentially contaminated sites within 0.5 miles of alignment)		19	21	9

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
• Runoff/Receiving Waters	N/A	No Impact	No Impact	No Impact
• Land Use	N/A	No significant changes to character of area	Some potential for increased density around stations	No significant changes to character of area
• Cultural Resources Impacts associated only with development of park-and-ride lots	N/A	Evaluation of potential needed on 11 structures	One site with known potential. Evaluation of potential needed on 20 structures.	One site with known potential. Evaluation of potential needed on 49 structures.
• Parkland	N/A	5 impacted	4 impacted	2 impacted
• Economic Development	Base	Small long-term positive effects	Small long-term positive effects, short-term negative impacts	Small long-term positive effects
• On-Street Parking	N/A	No Impact	1,100 on-street spaces replaced.	75 on-street spaces replaced.
• Visual	N/A	Some visual impacts for adjacent residences	Reinforces image of busy commercial street. Potential negative impact of overhead wires	Some visual impacts to adjacent residences along Soo Line portion of the alignment
• Employment (Net change in number of jobs) Short-term Long-term	Base Base	820 90	870 90	1,060 95

**MIDWAY CORRIDOR LRT
COMPARISON OF ALTERNATIVES
FINANCIAL CHARACTERISTICS**

Criteria	No-Build	BN/Pierce Butler	University Avenue	Soo Line/I-94
• 2010 Transit Ridership – Daily LRT – Daily New Riders – Daily Corridor Total	N/A N/A 32,400	24,300 2,500 35,600	30,000 2,200 35,600	32,400 3,000 35,000
• Capital Cost (1991 \$'s) – Oak/Washington to Cedar/I-94 • Guideway/Stations • Park-and-Ride • Corridor Total – Downtown St. Paul – Total	N/A	\$193.3 million \$ 15.1 million \$208.4 million \$ 35.9 million \$244.3 million	\$200.2 million \$ 12.2 million \$212.4 million \$ 35.9 million \$248.3 million (Mitigation of traffic/air quality impacts will add an additional \$5-\$45 million)	\$209.5 million \$ 22.2 million \$231.7 million \$ 35.9 million \$267.6 million
• Annual LRT Operating Cost (\$1991) (CBD to CBD)	N/A	\$ 7.7 million	\$ 8.0 million	\$ 7.0 million
• Net Change in Vehicle Miles of Corridor Bus Service (Regular Route and Feeder Bus)	Base	-4,837	-5,969	-5,416
• Net Change in O/M Cost (\$1991) for Corridor Bus Service (Regular Route and Feeder Bus)	Base	-\$ 5.9 million	-\$ 7.3 million	-\$ 6.7 million
• Net Present Value of Capital Cost of Buses (\$1991 12-year life, 8 percent interest) (Regular Route and Feeder Bus)	Base	-\$ 16.6 million	-\$ 15.1 million	-\$ 15.1 million

KEY FINDINGS RELATIVE TO EVALUATION OF ALIGNMENT ALTERNATIVES

1. The number of discerning factors available to evaluate the three alignment alternatives is small. Many of the criteria show no differences or very small differences in the evaluation.

KEY FINDINGS (CONT'D)

2. Soo Line/I-94 alternative is most consistent with the regional LRT Plan:

- Adopted development and financial plan: 10-year plan uses the Central Corridor to connect the five Minneapolis radial corridors, two St. Paul radial corridors and St. Paul Northwest Corridor.
- Draft coordination plan states: the LRT system..."is conceptually a high speed, high capacity, moderate cost...Stations spaced approximately one mile apart."

BN/Pierce Butler is next most consistent, and University Avenue is least consistent.

KEY FINDINGS (CONT'D)

3. FINANCIAL FINDINGS INCLUDE

- The capital costs for the three alignment alternatives are within 10% and a 20% contingency was used.
- The bus operating cost savings for the build alternatives (\$5.9 - \$7.3 million) are approximately equal to the LRT operating costs (\$7.0 - \$8.0 million).
- The no-build alternative requires 180 buses versus 114-120 buses for the build LRT alternatives.

KEY FINDINGS (CONT'D)

4. The transportation service provided by the Soo Line/I-94 is slightly better than BN/Pierce Butler or University:

	BN/ Pierce Butler	University	Soo Line/ I-94
Total Transit Ridership	35,600	35,600	35,000
LRT Ridership	24,300	30,000	32,400
New Transit Ridership	2,500	2,200	3,000

- Total transit ridership is approximately equal.
- Soo Line/I-94 has the highest LRT ridership.
- Soo Line/I-94 attracts the highest number of new transit riders.
- Soo Line/I-94 provides the fastest downtown-to-downtown travel time, 30 minutes versus 35 minutes for BN/Pierce Butler, and 39 minutes for University.
- The people served and the types of trips served are approximately the same for the three alignments.

KEY FINDINGS (CONT'D)

5. UNIVERSITY AVENUE ALIGNMENT HAS THE MOST SEVERE ENVIRONMENTAL IMPACTS.

- Air quality violations at University/Lexington and University/Snelling.
- Six intersections along University Avenue will have level of service "E" or worse traffic operations under the build alternative. Eight other intersections in the Midway Corridor that are not located along University Avenue will also have traffic problems under the build alternative.
- The no-build and Soo Line/I-94 alternatives have twelve intersections with traffic level of service problems, with four of these intersections along University Avenue.
- Mitigation of traffic and air quality impacts is difficult and costly.

One-way pair	\$ 5,000,000
Grade separations at Snelling and Lexington	\$35,000,000
Widen University Avenue	\$45,000,000

KEY FINDINGS (CONT'D)

6. ECONOMIC/LAND USE IMPACT EVALUATION FINDINGS INCLUDE:

- Implementation of LRT has negative construction impacts that vary by alignment; they are more severe on University Avenue than the other alignments.
- LRT is expected to have positive, long-term impacts on existing uses and development opportunities. These impacts will be modest, and will be most positive for a University Avenue LRT alignment.
- 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.

**UNRESOLVED ISSUES IN PRELIMINARY
DESIGN/EIS PLANNING PROCESS**

1. Identification of method for cost sharing of LRT/I-94 roadway improvements.
2. Alignment/station locations in the Capitol Area.
3. Design treatment of utilities in Downtown St. Paul.
4. Jurisdiction of University Avenue with the implementation of LRT.

ATTACHMENT
2-D

TRANSPORTATION SITUATION IN THE TWIN CITIES

1. Travel is forecasted by the Metropolitan Council to grow from 38 million vehicle miles of travel per day in 1986 to 48 million in 2000, reflecting increases in the numbers of drivers, the average number of trips per person, and the average trip length.
2. Miles of congested regional highways will increase from 132 in 1986 to 206 in 2000.
3. 216 miles of the 500 mile regional highway system will require improvement during the next 20 years.
4. Transit ridership has declined from 94 million annual rides in 1979 to 70 million in 1989.
5. Access is critical to economic activities.
6. Travel patterns in the metropolitan area are diverse.
7. No new freeways are planned in region, and widening existing freeways is very difficult.

ATTACHMENT
2-E

REGIONAL STRATEGIES TO ADDRESS TRANSPORTATION SITUATION

1. Manage the freeway corridors: restrict access, incident management, etc.
2. Provide preferential lanes and/or access on regional facilities.
3. Implement a fixed guideway transit system to provide an alternative mode of transportation.

REQUIREMENTS FOR TRANSIT SERVICE TO ATTRACT USERS

1. Quality Image
2. Frequent Service
3. Reliable Service
4. Fast Service

BENEFITS OF LRT

1. LRT is more cost-effective than an all-bus system. LRT systems recover between 50-95% of operating cost from the farebox; bus systems recover between 24-40% of operating cost from the farebox. (Supports RCRRRA Goal 4).
2. LRT attracts more transit riders than a bus due to quality, speed and reliability. This ridership gain lasts for many years for new systems. (Supoports RCRRRA Goals 1, 2, 5).
3. By attracting riders with a choice of travel modes, corridor roadway congestion is reduced, downtown congestion is reduced, and parking needs are reduced. (Supports RCRRRA Goals 1, 2, 4, 5).
4. With an electric power source, positive environmental impacts result in air quality and energy consumption. LRT is also quiet. (Supports RCRRRA Goal 6).
5. Economic benefits include focusing of retail/office/residential development and enhancement of the long-term economic vitality of the region. (Supports RCRRRA Goal 3).
6. LRT offers people with special transit needs (elderly, disabled, students) a new versatility, increased freedom of movement, and a higher quality access to the Metro area. (Supports RCRRRA Goals 1,5).

ANALYSIS AREAS THAT ARE DIFFICULT TO QUANTIFY

1. PATRONAGE FORECASTS

- Bus Travel Times in Year 2010
- Auto Operating Cost
- Quality/Reliability of Service
- Population/Employment Projections

2. ECONOMIC DEVELOPMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 11/6/90
Authorized Signature Date

Board Action Requested

Update on Northeast Corridor Alignment Study

DISCUSSION ONLY

Request Justification

- See attached: 1) Memorandum from K. DeSpiegelaere
 2) Summary of rider ship forecasts
 3) Resolutions on Arcade Street

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

November 13, 1990

Board Date

F. L. Glendonning
Signature

11/7/90

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 *XD*

SUBJECT: Update on Northeast Corridor Alignment Study

DATE: November 6, 1990

The Northeast Corridor Alignment Study is progressing. The information attached (Attachment 1) indicates:

1. Ridership forecasts for LRT range from 9,600 to 12,100 per day in the year 2010.
2. Travel times on LRT from White Bear Lake to Sixth and Cedar in downtown St. Paul range from 22.7 to 26.4 minutes.
3. The number of stations proposed for the alignments ranges from 10 to 15.

At its meeting on November 5, the Northeast Corridor Task Force requested that at its December 3 meeting, a review of alignment options and a review of motions by the task force occur. The task force asked for more information to be provided on Arcade Street as a potential alignment: why St. Paul feels it should be considered, why Ramsey County Regional Railroad Authority feels that the alignment has constraints that may rule out its selection as an alignment for LRT. A copy of the August 28 resolution adopted by Ramsey County Regional Railroad Authority on Arcade Street and St. Paul's response is attached (Attachment 2).

Recommendation:

Additional information on Northeast Corridor alignments and schedule will be an agenda item at your next meeting.

**SUMMARY OF LRT RIDERSHIP FORECASTS
NORTHEAST CORRIDOR LRT ALIGNMENT STUDY**

October 25, 1990

The LRT ridership estimating procedure and estimates for each of the LRT alignments proposed for the Northeast Corridor are summarized.

Methodology

1. The existing levels of (bus) transit ridership within the service area for each alignment were determined. Year 2010 base estimates of all-bus ridership were calculated based upon expected changes in population and employment in the corridor.
2. Ridership estimates for the LRT alignments were developed based on ridership projections for an all-bus system in the year 2010. Ridership forecasts for LRT were adjusted based on:
 - . The travel time savings for users of LRT. Bus routes were revised to feeder service only when travel time on LRT plus feeder bus would be less than or similar to travel times by bus only even though some riders will have transfers that don't transfer now. Travel time savings of 9 to 13 minutes are expected between White Bear Lake and downtown St. Paul.
 - . The changes in the overall transit service level of an LRT plus feeder bus system compared to an all-bus system. The frequency and geographic coverage of the LRT plus feeder bus system will be better than or similar to existing bus service for all existing bus routes.

Result

1. The service characteristics of the alignments are shown in Table 1. Population and all-bus ridership in the corridor are expected to grow by 10 to 12 percent by 2010.
2. The total trap travel time from White Bear Lake to downtown St. Paul on bus is about 45 minutes. The travel time by using feeder bus and LRT would be between 32 and 36 minutes depending upon alignment (see Table 2).
3. The projected LRT ridership ranges from 9,000 to 12,000 in the corridor. The ridership by alignment and the additional ridership in the corridor on bus routes not connected to the LRT system is shown in Table 3. The total corridor transit ridership due to the implementation of LRT is an additional 20 to 27 percent above the all-bus ridership estimate for 2010.

TABLE 1

SERVICE CHARACTERISTICS OF ALIGNMENT ALTERNATIVES
IN ST. PAUL NORTHEAST CORRIDOR

	I-35E	Munger/ T.H. 61	Burlington Northern	Munger/ Burlington Northern
Population				
1988	133,700	121,500	144,800	121,500
2010	148,500	135,900	159,200	135,900
All-Bus Ridership				
1990	9,500	8,630	10,280	8,630
2010	11,530	10,500	12,470	10,500
2010 Revenue Miles				
All Bus	5,189	6,557	6,089	6,557
LRT/Feeder	5,992	7,173	5,673	6,787

TABLE 2

LRT TRAVEL TIME SUMMARY (a)
NORTHEAST CORRIDOR LRT ALIGNMENT STUDY

Alignment	Length (Miles)	Stations	One-Way Running Time (Minutes)
I-35E	11.5	10	22.7
Munger Trail/T.H. 61	10.7	12	25.4
Burlington-Northern	11.1	15	26.4
Munger Trail/Burlington-Northern	11.2	13	26.1

(a) From terminus to center of downtown St. Paul.

TABLE 3

NORTHEAST CORRIDOR
2010 LRT AND BUS RIDERSHIP

Alignment	2010 LRT Ridership	2010 Other Bus Ridership (a)	2010 Total Transit Ridership	2010 All-Bus Ridership	% Change in Total Transit Ridership
I-35E	11,600	3,100	14,700	11,530	27%
Munger/T.H. 61	9,600	3,200	12,800	10,500	22%
Burlington-Northern	12,100	2,900	15,000	12,470	20%
Munger/Burlington- Northern	10,800	2,100	12,900	10,500	23%

(a) Ridership on bus routes considered to be within the corridor but not connected to the LRT system.



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Attachment 2-1

Date: August 28, 1990

No. R90 -

Page 1 of 2

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

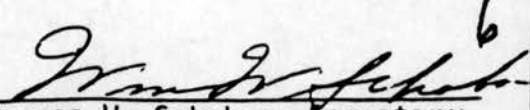
WHEREAS, The proposal to consider LRT further on Arcade Street would require strong support from the City of St. Paul; Now, Therefore, Be It

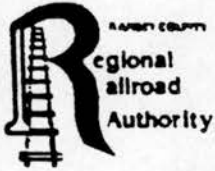
RESOLVED, That Ramsey County Regional Railroad Authority will consider Arcade Street further as a potential alignment for light rail transit only if by November 20:

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

John T. Finley, Chairman

By


Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2-2

Date: August 28, 1990

No. R90 -

page 2 of 2

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.

John T. Finley, Chairman

By Warren W. Schaber
Warren W. Schaber, Secretary

ORIGINAL

Council File # 901820 2-3

Green Sheet # _____

RESOLUTION
CITY OF SAINT PAUL, MINNESOTA

Presented By

Referred To

Committee: Date

WHEREAS, St. Paul is committed to an open process of reviewing all alternative alignments in the Northeast Corridor; and

WHEREAS, it has been recommended by the neighborhood that an alignment along Arcade should be studied; and

WHEREAS, approval of an alignment by MNDOT, business, or the neighborhood prior to the study being completed is inappropriate and is not being requested of the other alignments being considered;

THEREFORE, BE IT RESOLVED, that the City of St. Paul requests the Ramsey County Regional Rail Authority to complete the study of the Arcade Street Alignment along with the other potential alignments being considered for the Northeast Corridor, and the City does not prefer any alignment at this time.

BE IT FURTHER RESOLVED, that the City will work with the Rail Authority on this alignment, as it has on all other alignments, to analyze traffic, access, relocation, economic and land use implications.

BE IT FINALLY RESOLVED, that the agency responsible for LRT is responsible for acquiring the right-of-way for LRT on all alignments, not the City of St. Paul.

	Yeas	Nays	Absent
Dimond			
Goswitz			
Long			
Maccabee			
Rettman			
Thune			
Wilson			

Adopted by Council: Date OCT 9 1990

Adoption Certified by Council Secretary

By:

Approved by Mayor: Date OCT 11 1990

By:

Requested by Department of:

By:

Form Approved by City Attorney

By:

Approved by Mayor for Submission to Council

By:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority

Originating Department

K. DeSpiegelaere
Authorized Signature

11/6/90
Date

Board Action Requested

Update on Light Rail Transit Coordination Plan.

DISCUSSION ONLY

Request Justification

- See attached: 1) Memorandum from K. DeSpiegelaere
2) Information on peer review session

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

November 13, 1990

Board Date

Signature

F. L. Henderson
Signature

Date

11/7/90

Date

Ramsey County Regional Railroad Authority

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

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District 3

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District 2

MEMORANDUM

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

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

SUBJECT: Regional Light Rail Transit Coordination Plan

DATE: November 5, 1990

A peer review of the draft Regional Light Rail Transit Coordination Plan will be held on November 14 from 8 AM till 1:45 PM at Earle Brown Center, University of Minnesota, St. Paul. A copy of the agenda and information on the panelists is attached.

A public hearing on the plan will be held at Mears Park Centre on November 14 from 7 to 9:30 PM.

Recommendation:

For your information.

KD/blk
Attachments



10/24/90

DRAFT AGENDA

PEER REVIEW ON
DRAFT REGIONAL LRT COORDINATION PLAN

8:00 a.m.-1:30 p.m.
November 14, 1990
Earle Brown Center, Room 135 B-D

- | | | |
|------|-----|--|
| 8:00 | 20' | Coffee, Juice and Danish; Social Time |
| 8:20 | 10' | Welcome and Introductions-Moderator <ul style="list-style-type: none">• Purpose of this Peer Review• Overview of Day's Activities |

Session I-Organizational Alternatives

- | | | |
|-------|-----|--|
| 8:30 | 15' | Introductory Background and Overview-Consultants |
| | | Regardless of who is selected to be the lead LRT implementation agency, what are some of the key principles to keep in mind when structuring an LRT implementation organization, including policy board role, manager's role, staff's role, etc. |
| | | Review and comment on MTC's proposed organization plan and staffing plan for LRT operations and maintenance. |
| 8:45 | 45' | Panel Responses (six panelists, 7-8 minutes each) <ul style="list-style-type: none">• Panelist #1-Jacki Bacharach, LACTC• Panelist #2-Susanne Wilson, SCCTD• Panelist #3-Chuck Anderson, DART• Panelist #4-Peter Tereschuk, San Diego Trolley• Panelist #5-Peter Schmidt, Maryland MTA• Panelist #6-Gene Courtney, Morrison-Knudsen |
| 9:30 | 30' | Questions from the Floor |
| 10:00 | 5' | Summary of Session I-Moderator |
-
- | | | |
|-------|-----|--------------|
| 10:15 | 15' | Coffee Break |
|-------|-----|--------------|
-

Session II-Implementation Methods, Schedule and Budget

- | | | |
|-------|-----|--|
| 10:20 | 15' | Introductory Background and Overview-Consultants |
| | | Regardless of the specific implementation method selected, offer words of wisdom on what to watch out for in contract writing and administration, avoidance of claims disputes, etc. What are some of the guiding principles that are needed for a successful LRT design and construction undertaking? |
| | | Review and comment on the proposed LRT master Implementation Schedule and Budget, looking at the overall time lines and construction staging/start dates. |
| 10:35 | 45' | Panel Responses (six panelists, 7-8 minutes each) <ul style="list-style-type: none">• Panelist #1-Jacki Bacharach, LACTC• Panelist #2-Susanne Wilson, SCCTD• Panelist #3-Chuck Anderson, DART• Panelist #4-Peter Tereschuk, San Diego Trolley• Panelist #5-Peter Schmidt, Maryland MTA• Panelist #6-Gene Courtney, Morrison-Knudsen |
| 11:20 | 30' | Questions from the Floor |
| 11:50 | 5' | Summary of Session II-Moderator |

(If Time Permits)

- | | | |
|-------|-----|--|
| 11:55 | 10' | General Comments by the Panelists on Any Aspect of the LRT Coordination Plan |
| 12:05 | 15' | General Questions from the Floor on Any Aspect of the Regional LRT Coordination Plan |

-
- | | | |
|-------|--|-------------------------------|
| 12:20 | | Break |
| 12:30 | | Luncheon |
| 1:15 | | Guest Speaker-To Be Announced |
| 1:45 | | Adjournment |

PANELISTS
RTB PEER REVIEW
ON REGIONAL LRT COORDINATION PLAN

November 14, 1990

Category I

- Elected Officials/Policy Board Members who have overseen the design and construction of new rail transit systems.

- 1) Commissioner Jacki Bacharach, member, Los Angeles County Transportation Commission (LACTC) and councilmember, City of Rancho Palos Verdes. As a member of the LACTC for the past eight years, Ms. Bacharach has overseen the design and construction of the \$870 million "Blue Line", a 22-mile long LRT line linking downtown Long Beach with downtown Los Angeles. Construction of this LRT line, the first to open in the 150-mile system planned for the metro area, was funded entirely from the proceeds of a 1/2¢ regional sales tax dedicated to public transit and approved by the voters in 1980.

Recently, the LACTC and the regional transit system operator, the Southern California Rapid Transit District, formed a new organization to design and build all rail transit lines in Los Angeles County. It is called the Los Angeles County Rail Construction Corporation and has a Board of Directors composed entirely of seasoned professionals in the engineering and construction industry.

- 2) Supervisor Susanne Wilson, member, Santa Clara County (California) and Santa Clara County Transit District Board of Supervisors, and board member, Guadalupe Corridor Joint Powers Board. The Guadalupe Corridor Joint Powers Board was formed in 1982 to oversee the design and construction of a \$500 million, 20-mile LRT line and a \$200 million, 11-mile freeway in San Jose, CA. The members of the Joint Powers Board include the county, the county transit district (same governing board as the county), the state Department of Transportation, and the two affected cities. As a county supervisor and member of the GC Joint Powers Board, Ms. Wilson has overseen the design and construction of the LRT line and freeway for the past eight years. This LRT line was funded ~50% by federal (UMTA Section 3) funds, 20% by state (gas tax) funds and 30% by local (1/2¢ transit sales tax) funds. The county transit district is now finishing up the construction of this first LRT line and is pursuing the implementation of a second 10-mile LRT line, again with partial state and federal funding.

Category II

- Executive Director/General Manager of a Transit Agency that has overseen the design and construction of a new rail transit system.

- 3) Charles "Chuck" Anderson, Executive Director of the Dallas Area Rapid Transit (DART) District and former city manager of the City of Dallas. DART is funded through a 1¢ regional sales tax dedicated to public transit. DART is embarking on an ambitious program of transit fixed-guideway implementation, including an initial LRT system, a commuter railroad system and bus/HOV lanes. The initial LRT system consists of 20 miles of LRT on 3 lines radiating out from downtown Dallas and costing ~\$600 million. DART is funding most of this program with its regional sales tax, but is using UMTA's new "Overmatch Initiative" program to fund some of the LRT lines' outer segments. Mr. Anderson has been instrumental in establishing DART's organization for final design and construction, including a combination of staff and consultants.

Category III - Operations Manager/Director who has managed the start-up and operation of a new rail transit system.

- 4) Peter Tereschuk, Vice President for Operations for the San Diego Trolley Corporation, Inc. for the past nine years and formerly with PATCO in New Jersey which operates the Lindenwold rail transit line into downtown Philadelphia from suburban New Jersey. Mr. Tereschuk has been with San Diego Trolley, Inc. since its inception in 1981, and has overseen the start-up and operation of three LRT lines in the San Diego metropolitan area which now comprise a 35-mile, 71-vehicle system carrying over 60,000 daily riders. In 1988, San Diego voters approved a 20-year 1/2¢ regional sales tax for surface transportation improvements, one-third of which will go towards LRT system expansion. Within the next ten years, the San Diego Metropolitan Transit Development Board (similar to the Twin Cities RTB, but with the addition of LRT design and construction capability) plans to expand the San Diego LRT system to over 100 miles and 200 vehicles, providing a truly comprehensive regional network. Mr. Tereschuk has been involved from the beginning in setting up an efficient and well-run organization to operate and maintain the regional LRT system. San Diego Trolley, Inc. can be very proud of its 90%-plus LRT farebox recovery ratio (i.e., passenger fare revenues pay for 90%-plus of the systems operating and maintenance costs).

Category IV - Overall Design and Construction Manager from the Public Sector who has managed the design and construction of a new rail transit system.

- 5) Peter Schmidt, Deputy Director for Development (Rail Transit) for Maryland Department of Transportation's Mass Transit Administration, is overseeing the design and construction of a new 27-mile long LRT line in Baltimore, Maryland. The project is being managed by a division of the state DOT, which also finances and operates all public transit services in the State of Maryland. The \$460 million LRT project is to be funded almost entirely by the state, with some funds expected to come from the federal government (UMTA Section 3) through the "Overmatch Initiatives" Program, for some outermost segments, similar to Dallas. This project has been championed by Maryland's Governor William Shafer, who formerly was the mayor of Baltimore and an LRT advocate there. Interestingly, the Baltimore LRT project has no policy oversight board-it is run entirely by Mr. Schmidt, his DOT-MTA staff and consultants. The project is being designed and built similar to Sacramento and San Diego for a very low cost per mile, lots of single-tracking on lightly used railroad rights-of-way and a surface alignment downtown.

Category V - Overall Design and Construction Manager from the Private Sector who has managed the design and construction of a new rail transit system.

- 6) Gene Courtney, Vice President for Construction Management with Morrison-Knudsen Engineers and Contractors is currently overseeing design and construction management projects in Baltimore, Los Angeles, San Diego and San Jose. Mr. Courtney has many years of experience in the heavy construction industry, both in the U.S. and abroad for one of the world's premier engineering and construction firms. Mr. Courtney is especially well-qualified to talk about various construction management methods and organizational structures from the private contractor's perspective.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY

Originating Department

K. H. Spiegelauer 10/24/90
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 12 to BRW, Inc.
in the amount of \$213,660.52

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Phase I Preliminary Engineering/Environmental Impact Statement Studies for the Midway Corridor. Contract No. RCRRA-89-003 governs the performance of services and terms of payment. Payment in the amount of \$213,660.52 for the period ending August 31, 1990, has been issued in accordance with contract provisions and Rail Authority Resolution No. R-89-70. Payment documentation is being submitted for ratification in compliance with the latter. Attachments are:

- 1) Proposed resolution ratifying payment
- 2) Accounts Payable form and Partial Payment No. 12
- 3) BRW, Inc. Invoice No. 59542 and attachments

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

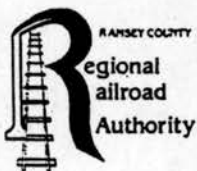
November 13, 1990

Board Date

F. L. Henderson
Signature

11/7/90

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through August 31, 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. 59542, Partial Payment No. 12, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through August 31, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$213,660.52 for Ramsey County Regional Railroad Authority's share of services rendered through August 31, 1990 is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority

Date October 19, 1990

(2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA800	1	
1-2	3-7	8	9-14

WARRANT NO.

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59103	020102	\$213,660.52
15-17	18-20	21-25	26-31	32-41

\$213,660.52

Total

(4) PAY TO: 2 8 First Name & Initial BRW, Inc. 9-22

Last Name or Firm Name 23-52

3 700 Third Street So. 53-76

8 Address Minneapolis, MN 9-32

City

State 33-54

55415

Zip Code 55-59

Soc Sec No
OR

Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 12; Inv. 59542; Phase I PE/EIS--Midway Corridor 9-60

5 Agreement PA800; Acct. 59103-020102; 8/31/90 9-60

For Risk Management
Use Only

6 8 9-24
Last Name First Name

(6) SEND TO: _____

Address _____

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

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

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: K. Desjardins

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 12

PREPARED BY: 

PROJECT: PHASE I PE/EIS STUDIES FOR THE MIDWAY CORRIDOR
CONTRACT AGREEMENT NUMBER RCRRA-89-003

ENTERED BY: 

PROJECT COST CENTER: 59103

AGREEMENT NO: PA 800

DATE: 18 OCT 90

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

CONTRACTOR: BRW, INC.
THRESHER SQUARE
700 THIRD STREET SOUTH
MINNEAPOLIS, MN 55415

ACCOUNT NUMBER 59103-020102
TOTAL VALUE OF WORK CERTIFIED - 31 AUG 90
LESS 5% RETAINAGE
AMOUNT DUE
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED 66.6%
\$1,063,787.57
\$53,189.38
\$1,010,598.19
\$775,437.68

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$235,160.51

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

10/24/90 F. J. Siegel
DATE DIRECTOR RC REGIONAL RAILROAD PLANNING
10/22/90 Stan M. Wane
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$22,793.28	\$2,960.20	\$25,753.48
PARTIAL PAYMENT NO. 2	\$16,204.16	\$2,162.13	\$18,366.29
PARTIAL PAYMENT NO. 3	\$11,462.24	\$1,450.12	\$12,912.36
PARTIAL PAYMENT NO. 4	\$25,132.71	\$3,244.59	\$28,377.30
PARTIAL PAYMENT NO. 5	\$50,216.59	\$6,662.10	\$56,878.69
PARTIAL PAYMENT NO. 6	\$55,234.37	\$7,274.62	\$62,508.99
PARTIAL PAYMENT NO. 7	\$74,637.71	\$9,938.04	\$84,575.75
PARTIAL PAYMENT NO. 8	\$75,747.93	\$10,078.03	\$85,825.96
PARTIAL PAYMENT NO. 9	\$107,136.59	\$14,316.72	\$121,453.31
PARTIAL PAYMENT NO. 10	\$107,744.28	\$13,616.50	\$121,360.78
PARTIAL PAYMENT NO. 11	\$142,385.49	\$15,039.28	\$157,424.77
PARTIAL PAYMENT NO. 12	\$213,660.52	\$21,499.99	\$235,160.51
PARTIAL PAYMENT TOTAL:	\$902,355.87	\$108,242.32	\$1,010,598.19

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT: \$1,598,039.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,010,598.19

AMOUNT REMAINING ON AGREEMENT

\$587,440.81



MINNEAPOLIS • DENVER • PHOENIX • TUCSON • ST. PETERSBURG

INVOICE
59542

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

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

DATE: August 31, 1990

JOB NO: 41-8923 through
41-8939, 62-8944,
62-8954, 26-8956,
62-9004 through
62-9010, 26-9001
through 26-9003

INVOICE PERIOD: August 1-31, 1990
INVOICE DATE: August 31, 1990
FEDERAL TAX ID NUMBER: 41-1625272

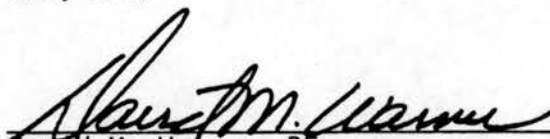
For Professional Services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA 89-003.

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	\$ 224,905.81	\$ 724,942.48	\$ 949,848.29
o Less 5% Retainage	11,245.27 ⁹	36,246.74 ¹³	47,492.01 ⁴²
o Due This Billing	\$ 213,660.54 ²	\$ 688,695.74 ³⁵	\$ 902,356.28 ^{55 81}
Hennepin County RRA	\$ 22,631.57	\$ 91,307.71	\$ 113,939.28
o Less 5% Retainage	1,132.38 ^{31 58}	4,565.42 ³⁸	5,697.80 ⁹⁶
o Due This Billing	\$ 21,499.19 ⁹⁹	\$ 86,742.29 ³³	\$ 108,241.48 ^{42 32}

NOTE: See the attached details on cost by work tasks and allocation of cost to each RRA.

I hereby certify that the above statement is just and correct and payment has not been received.

BRW, INC.


David M. Warner, PE
Senior Associate

BRW, INC.

AUGUST 31, 1990
INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	6.0	135.20	811.20
SR. ASSOCIATE			
WARNER, DAVID	35.0	78.00	2,730.00
TECHNICIAN I			
BUCKLEY, SUSAN	0.2	26.00	5.20
JENSEN, KENNETH	1.1	26.00	28.60
PIETZ, BRENDA LEE	0.6	26.00	15.60
ROKHOUDE, KANCY	0.2	26.00	5.20
SCHODDENBERG, KATHY	0.3	26.00	7.80
THATCHER, JENNIE	6.0	26.00	156.00
SUBTOTALS	8.4		218.40
TOTALS	49.4		3,759.60

TOTAL LABOR 3,759.60

TOTAL THIS JOB \$ 3,759.60

=====

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

MIDWAY LRT SYSTEM ENG

JOB NO. 02689.56

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	4.2	135.20	567.84
ASSOCIATE			
BERTELSEN, JOHN	16.0	72.80	1,164.80
PROFESSIONAL II			
SKOW, BRADLEY	62.0	57.20	3,546.40
PROFESSIONAL I			
TILSEN, DANIEL	2.0	44.20	88.40
TECHNICIAN III			
SHARBOND, JOSEPH	152.0	36.40	5,532.80
TECHNICIAN II			
BLUM, BARBARA	20.6	33.80	696.28
TECHNICIAN I			
JENSEN, KENNETH	2.5	26.00	65.00
TOTALS	259.3		11,661.52

TOTAL LABOR 11,661.52

TOTAL THIS JOB \$ 11,661.52

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT ROUTE ENG

JOB NO. 02690.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II			
SKOW, BRADLEY	84.5	57.20	4,833.40
TECHNICIAN III			
JOHNSON, PAUL	70.3	36.40	2,558.92
TECHNICIAN II			
BLUM, BARBARA	1.2	33.80	40.56
TOTALS	156.0		7,432.88
		TOTAL LABOR	7,432.88

TOTAL THIS JOB \$ 7,432.88
=====

MIDWAY LRT DMXTH SYS PLN

JOB NO. 02690.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	1.0	135.20	135.20
ASSOCIATE			
BERTELSEH, JOHN	11.5	72.80	837.20
PROFESSIONAL II			
SKOW, BRADLEY	14.0	57.20	800.80

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

TECHNICIAN III			
COOZEKHOV, SCOTT	1.5	36.40	54.60
JOHNSON, PAUL	81.0	36.40	2,948.40
SUBTOTALS	82.5		3,003.00

TECHNICIAN II			
BLUM, BARBARA	4.6	33.80	155.48

TECHNICIAN I			
ASHLAND, CAROL	0.5	26.00	13.00
JENSEN, KENNETH	0.1	26.00	2.60
LAINO, LAURIE	0.1	26.00	2.60
SCHODENBERG, KATHY	1.7	26.00	44.20
SUBTOTALS	2.4		62.40

TOTALS	116.0		4,994.08
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TOTAL LABOR	4,994.08
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TOTAL THIS JOB \$	4,994.08
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MIDWAY LRT DWNTH RT EXGR

JOB NO. 02690.03

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II			
SKOW, BRADLEY	19.5	57.20	1,115.40

TOTAL LABOR	1,115.40
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TOTAL THIS JOB \$	1,115.40
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BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT DWNTR TUNNEL

JOB NO. 02690.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	6.5	135.20	878.80

PROFESSIONAL II			
FISCHER, DOUGLAS	84.0	57.20	4,804.80

TECHNICIAN III			
GILBERT, GREGORY	102.0	36.40	3,712.80

TECHNICIAN II			
BATTEV, LINDA	4.5	33.80	152.10
BLUM, BARBARA	9.2	33.80	310.96
MCHELIS, JON SCOTT	81.5	33.80	2,754.70
SUBTOTALS	95.2		3,217.76

TECHNICIAN I			
JENSEN, KENNETH	2.4	26.00	62.40
LAIHO, LAURIE	0.7	26.00	18.20
LAYER, JULIE	0.6	26.00	15.60
SUBTOTALS	3.7		96.20

TOTALS	291.4		12,710.36
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TOTAL LABOR 12,710.36

TOTAL THIS JOB \$ 12,710.36

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

MIDWAY LRT CAP TUNNEL

JOB NO. 02690.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	1.0	135.20	135.20
PROFESSIONAL II			
FISCHER, DOUGLAS	50.0	57.20	2,860.00
TECHNICIAN III			
GILBERT, GREGORY	33.2	36.40	1,208.48
TECHNICIAN II			
BLUM, BARBARA	1.5	33.80	50.70
MCHELIS, JOHN SCOTT	81.5	33.80	2,754.70
SUBTOTALS	83.0		2,805.40
TECHNICIAN I			
JENSEN, KENNETH	1.6	26.00	41.60
LAYER, JULIE	0.2	26.00	5.20
SUBTOTALS	1.8		46.80
TOTALS	169.0		7,055.88

TOTAL LABOR 7,055.88

TOTAL THIS JOB \$ 7,055.88

MIDWAY LRT EIS-ENGINEER

JOB NO. 02690.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II			
THOMAS, MICHAEL	3.0	57.20	171.60

TOTAL LABOR 171.60

TOTAL THIS JOB \$ 171.60

MIDWAY LRT-COMMUNITY PAR

JOB NO. 04189.25

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	5.5	135.20	743.60

SR. ASSOCIATE

WARNER, DAVID	16.0	78.00	1,248.00
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PROFESSIONAL I

COLEBURN, ELIZABETH	107.0	44.20	4,729.40
HORNITZ, BARBARA	13.0	44.20	574.60
SUBTOTALS	120.0		5,304.00

SR. TECHNICIAN

PATRICK, CHRISTOPHER	5.0	41.60	208.00
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TECHNICIAN II

ANDERSON, BETTY	5.1	33.80	172.38
ELLINGSON, RITCH	1.0	33.80	33.80
HAWKINSON, TOM	19.5	33.80	659.10
STUBBS, ROBERT	10.5	33.80	354.90
SUBTOTALS	36.1		1,220.18

TECHNICIAN I

ASHLAND, CAROL	3.2	26.00	83.20
BEYER, GINA	3.8	26.00	98.80
BILGUTAY, AHYAV	1.1	26.00	28.60
BUCKLEY, SUSAN	8.6	26.00	223.60
CHRETIK, DORI	0.5	26.00	13.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

DAVEY, DAVID	1.0	26.00	26.00
DEWEY, PAMELA	1.5	26.00	39.00
HARRICK, CLAUDIA	5.9	26.00	153.40
KRUEGER, DUFF	3.5	26.00	91.00
MERRILL, GREGORE	0.7	26.00	18.20
MINHART, JAMES	2.7	26.00	70.20
PIETZ, BRENDA LEE	2.5	26.00	65.00
POPE, LEZLIANNE	0.3	26.00	7.80
RODHOUDE, HANCV	10.0	26.00	260.00
SCHODWENBERG, KATHY	0.2	26.00	5.20
SHAW, KATHRYN	0.5	26.00	13.00
THURY, TAMI	4.0	26.00	104.00
WINFREY, MARK	1.0	26.00	26.00
SUBTOTALS	51.0		1,326.00

TOTALS	233.6		10,049.78
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TOTAL LABOR 10,049.78

TOTAL THIS JOB \$ 10,049.78

MIDWAY LRT-SYSTEM PLAN.

JOB NO. 04189.26

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PRESTON, HOWARD	10.5	78.00	819.00
WARNER, DAVID	3.0	78.00	234.00
SUBTOTALS	13.5		1,053.00

PROFESSIONAL II

HEWITT, WILLIAM	27.9	57.20	1,595.88
HOLSTEIN, JEFFREY	8.0	57.20	457.60
SMITH, WILLIAM	44.0	57.20	2,516.80
SUBTOTALS	79.9		4,570.28

PROFESSIONAL I

CULLEN, SANDRA	7.0	44.20	309.40
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TECHNICIAN II

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

HAWKINSON, TOM	0.9	33.80	30.42
TECHNICIAN I			
ASHLAND, CAROL	0.5	26.00	13.00
JENSEN, KENNETH	7.0	26.00	182.00
KRUEGER, DUFF	1.0	26.00	26.00
MCKENZIE, BRYAN	13.0	26.00	338.00
ROKHOUDE, KANCY	0.3	26.00	7.80
SCHODDENEBS, KATHY	1.4	26.00	36.40
SUBTOTALS	23.2		603.20
TOTALS	124.5		6,566.30

TOTAL LABOR 6,566.30

TOTAL THIS JOB \$ 6,566.30

MIDWAY LRT-ROUTE ENG.

JOB NO. 04189.27

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
MOLSFELD, RICHARD	2.0	135.20	270.40
SR. ASSOCIATE			
WARNER, DAVID	50.0	78.00	3,900.00
TECHNICIAN II			
HANSON, KATHY	130.0	33.80 ^{20.75}	4,394.00 2,697.50
TECHNICIAN I			
HARRICK, CLAUDIA	0.3	26.00	7.80
JENSEN, KENNETH	5.5	26.00	143.00
ROKHOUDE, KANCY	0.5	26.00	13.00
SUBTOTALS	6.3		163.80
TOTALS	188.3		8,728.20

TOTAL LABOR 8,728.20

TOTAL THIS JOB \$ 8,728.20

7031.70

7031.70

7031.70

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT-COST ANALYSIS

JOB NO. 04189.30

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	3.0	78.00	234.00
TOTAL LABOR			234.00
			=====
TOTAL THIS JOB \$			234.00
			=====

MIDWAY LRT-ENVIRON. STDV

JOB NO. 04189.33

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	37.0	78.00	2,886.00
ASSOCIATE			
HEPPELMANN, TONY	8.0	72.80	582.40
HAU, RICHARD	2.0	72.80	145.60
SUBTOTALS	10.0		728.00
SR. PROFESSIONAL			
RUEHR, ERIK	5.0	67.60	338.00
PROFESSIONAL II			
KILES, MARK	39.0	57.20	2,230.80
SMITH, WILLIAM	62.0	57.20	3,546.40
TROE, WILLIAM	28.0	57.20	1,601.60
SUBTOTALS	129.0		7,378.80

BRU, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL I

GEDRIGESON, TIM	44.0	44.20	1,944.80
GREEN, ROBERT	58.0	44.20	2,563.60
KIRKNER, CHRISTIAN	21.5	44.20	950.30
KIRKROUSE, MICHAEL	5.0	44.20	221.00
WITZIG, JEANNE	6.5	44.20	287.30
SUBTOTALS	135.0		5,967.00

SR. TECHNICIAN

BARTEL, DAVID	3.0	41.60	124.80
PATRICK, CHRISTOPHER	43.0	41.60	1,786.80
SUBTOTALS	46.0		1,913.60

TECHNICIAN II

ELLINGSON, RITCH	9.5	33.80	321.10
HARRISON, TOM	0.4	33.80	13.52
LAMPFA, JASON	24.0	33.80	811.20
SUBTOTALS	33.9		1,145.82

TECHNICIAN I

ASHLAND, CAROL	0.5	26.00	13.00
BEYER, GINA	2.9	26.00	75.40
KRUEGER, DUFF	0.9	26.00	23.40
MERRILL, GREGORY	2.4	26.00	62.40
MINART, JAMES	20.8	26.00	540.80
RODHODE, NANCY	0.5	26.00	13.00
WINTER, MARK	34.5	26.00	897.00
SUBTOTALS	62.5		1,625.00

TOTALS

458.4

21,982.22

TOTAL LABOR 21,982.22

TOTAL THIS JOB \$ 21,982.22

=====

MIDWAY LRT DWAITR SVS FLX

JOB NO. 04189.37

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
PROFESSIONAL II			

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

IDZOREK, EDWARD	1.0	57.20	57.20
NILES, MARK	54.5	57.20	3,117.40
SUBTOTALS	55.5		3,174.60
PROFESSIONAL I			
BURT, MATTHEW	30.0	44.20	1,326.00
CULLEN, SANDRA	48.0	44.20	2,121.60
HINKER, CHRISTIAN	2.0	44.20	88.40
SUBTOTALS	80.0		3,536.00
SR. TECHNICIAN			
PATRICK, CHRISTOPHER	4.5	41.60	187.20
TECHNICIAN II			
LAMPA, JASON	25.5	33.80	861.90
TECHNICIAN I			
BUCKLEY, SUSAN	0.2	26.00	5.20
GREEN, KENT	12.5	26.00	325.00
HARRICK, CLAUDIA	0.3	26.00	7.80
HENDERSON, JAKE	0.8	26.00	20.80
JENSEN, KENNETH	0.9	26.00	23.40
MERRILL, GREGORY	0.4	26.00	10.40
WILHART, JAMES	23.6	26.00	616.80
POPE, LEZLIANNE	0.2	26.00	5.20
SUBTOTALS	39.1		1,016.60
TOTALS	204.6		8,776.30

TOTAL LABOR 8,776.30

TOTAL THIS JOB \$ 8,776.30

MIDWAY LRT DMTH RTE ENG

JOB NO. 04189.38

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	2.0	135.20	270.40

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

TOTAL LABOR 270.40

TOTAL THIS JOB \$ 270.40
=====

MIDWAY LRT DWTX TUNNEL

JOB NO. 04190.22

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	11.0	135.20	1,487.20
PROFESSIONAL II			
HILES, MARK	99.5	57.20	5,691.40
SR. TECHNICIAN			
PATRICK, CHRISTOPHER	20.0	41.60	832.00
TECHNICIAN I			
ASHLAND, CAROL	4.0	26.00	104.00
HAMRICK, CLAUDIA	3.0	26.00	78.00
HENDERSON, JANE	1.4	26.00	36.40
KOLA-BAKKOLE, FELICIA	10.4	26.00	270.40
MERRILL, GREGORE	2.3	26.00	59.80
MOLITOR, LINDA	0.7	26.00	18.20
NIHART, JAMES	19.8	26.00	514.80
POPE, LEZLIAKHE	0.2	26.00	5.20
ROKHOUDE, KANCV	1.0	26.00	26.00
SCHOONENBERG, KATHV	1.2	26.00	31.20
SUBTOTALS	44.0		1,144.00
TOTALS	174.5		9,154.60

TOTAL LABOR 9,154.60

TOTAL THIS JOB \$ 9,154.60
=====

ERM, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

RCRRA SYSTEM PLAN/ENG

JOB NO. 06289.44

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II			
RILEY, STEPHEN	45.5	57.20	2,602.60
TECHNICIAN I			
ASHLAND, CAROL	0.7	26.00	18.20
HENDERSON, JANE	0.8	26.00	20.80
MERRILL, GREGORE	3.3	26.00	85.80
SUBTOTALS	4.8		124.80
TOTALS	50.3		2,727.40

TOTAL LABOR 2,727.40

TOTAL THIS JOB \$ 2,727.40

MIDWAY LRT ROUTE ENG DSG

JOB NO. 06290.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SNOLUCHOWSKI, PETER	53.0	78.00	4,134.00
SR. PROFESSIONAL			
MALLOY, STEPHEN	191.5	67.60	12,945.40
STRONG, RICHARD	188.5	67.60	12,742.60
SUBTOTALS	380.0		25,688.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL II

RILEY, STEPHEN	3.5	57.20	200.20
WICHMAN, TODD	7.0	57.20	400.40
SUBTOTALS	10.5		600.60

TECHNICIAN II

BLUM, BARBARA	0.6	33.80	20.28
HANKINSON, TOM	0.4	33.80	13.52
WICKLUND, DAVID	68.5	33.80	2,315.30
SUBTOTALS	69.5		2,349.10

TECHNICIAN I

ASHLAND, CAROL	1.8	26.00	46.80
BEVER, SIMA	1.4	26.00	36.40
HARRICK, CLAUDIA	4.2	26.00	109.20
JENSEN, KENNETH	1.7	26.00	44.20
MERRILL, GREGORE	1.8	26.00	46.80
PIETZ, BRENDA LEE	3.4	26.00	88.40
SCHODENBERG, KATHY	2.7	26.00	70.20
SUBTOTALS	17.0		442.00

TOTALS	530.0		33,213.70
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TOTAL LABOR 33,213.70

TOTAL THIS JOB \$ 33,213.70

MIDWAY LRT STATION DESGN

JOB NO. 06290.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
JARVIS, PETER	6.0	135.20	811.20
SR. TECHNICIAN			
BLANKENSHIP, TIMOTHY	8.5	41.60	353.60
TOTALS	14.5		1,164.80

TOTAL LABOR 1,164.80

TOTAL THIS JOB \$ 1,164.80

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT DWXTH SYS PLX

JOB NO. 06290.09

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	2.0	78.00	156.00
PROFESSIONAL II			
RILEY, STEPHEN	8.0	57.20	457.60
SR. TECHNICIAN			
BLANKENSHIP, TIMOTHY	5.0	41.60	208.00
TECHNICIAN II			
ANDERSON, BETTY	0.3	33.80	10.14
WICKLUND, DAVID	2.0	33.80	67.60
SUBTOTALS	2.3		77.74
TECHNICIAN I			
HARRICK, CLAUDIA	0.5	26.00	13.00
MERRILL, GREGORE	0.3	26.00	7.80
SUBTOTALS	0.8		20.80
TOTALS	18.1		920.14

TOTAL LABOR 920.14

TOTAL THIS JOB \$ 920.14

MIDWAY LRT CULTURAL RES

JOB NO. 06290.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
HUDAK, JOSEPH	13.5	72.80	982.80
WEBER, WILLIAM	6.0	72.80	436.80
SUBTOTALS	19.5		1,419.60

PROFESSIONAL II			
BAILEY, THOMAS	23.0	57.20	1,315.60

PROFESSIONAL I			
HALLORAN, TERESA	9.0	44.20	397.80

TECHNICIAN II			
HAWKINSON, TOM	0.3	33.80	10.14

TECHNICIAN I			
JENSEN, KENNETH	0.1	26.00	2.60

TOTALS	51.9		3,145.74
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TOTAL LABOR			3,145.74
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TOTAL THIS JOB \$			3,145.74
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MIDWAY LRT DWTN TUNNEL

JOB NO. 06290.16

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	9.0	78.00	702.00

PROFESSIONAL II			
RILEY, STEPHEN	16.0	57.20	915.20

TECHNICIAN II			
JASHOCH, JAY	164.0	33.80	5,543.20

TECHNICIAN I			
CONNEL, DUNCAN	35.5	26.00	923.00

BRW. INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

JENSEN, KENNETH	0.4	26.00	10.40
SUBTOTALS	35.9		933.40
TOTALS	224.9		8,093.80

TOTAL LABOR 8,093.80

TOTAL THIS JOB \$ 8,093.80

MIDWAY LRT CAP TUNNEL

JOB NO. 06290.29

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE SMOLUCHOWSKI, PETER	14.5	78.00	1,131.00
PROFESSIONAL II RILEY, STEPHEN	9.0	57.20	514.80
TOTALS	23.5		1,645.80

TOTAL LABOR 1,645.80

TOTAL THIS JOB \$ 1,645.80

INVOICE TOTALS

TOTAL LABOR
TOTAL CONSULTANTS
TOTAL EXPENSE
TOTAL FEE
TOTAL INTEREST

~~165,574.50~~ 163,878.00

~~165,574.50~~ 163,878.00

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRA-89003

INVOICE PERIOD : 1 AUGUST 1990 - 31 AUGUST 1990

FILENAME: 89003_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION DEPARTMENT	\$765.09
AUTO/MILEAGE	514.37
OUTSIDE REPRODUCTION/PHOTO	405.76
COMPUTER RENTAL	842.70
POSTAGE/DELIVERY	1,213.80
LIBRARY/REFERENCE	145.54

TOTAL	\$3,887.26
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SUBCONTRACTORS

PARSONS BRINKERHOFF	\$22,365.10
BECHTEL CORPORATION	\$57,407.02

TOTAL	\$79,772.12
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TOTAL EXPENSES	\$83,659.38
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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. H. Spiegelauer</u> <u>10/26/90</u> <u>Authorized Signature</u> <u>Date</u>	Board Action Requested Ratify Partial Payment No. 5 to SRF, Inc. in the amount of \$19,494.68. <u>ACTION IS REQUESTED</u>
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Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of SRF, Inc. for the purposes of conducting Alignment Studies for the Northeast Corridor. Contract No. RCRRA-90-001 governs the performance of services and terms of payment. Payment in the amount of \$19,494.68 for the period ending September 30, 1990, has been issued in accordance with contract provisions and Rail Authority Resolution No. R90- . Payment documentation is being submitted for ratification in compliance with the latter. Attachments are:

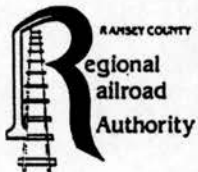
- 1) Proposed resolution ratifying payment
- 2) Accounts Payable form and Partial Payment No. 5
- 3) SRF, Inc. Invoice No. 5 and attachments

<u>Budgeting and Accounting</u> <u>Ed Blanton</u> <u>11/6/90</u> <u>County Attorney</u> <u>[Signature]</u> <u>Risk Manager</u> _____ <u>Data Processing</u> _____ <u>Previous Action taken on Request</u> _____	Date / Time Received By
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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> November 13, 1990	<u>Signature</u> <u>F. L. Henderson</u>	<u>Date</u> 11/7/90
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of 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 September 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. 5, Partial Payment No. 5, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through September 30, 1990; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$19,494.68 for Ramsey County Regional Railroad Authority's share of services rendered through September 30, 1990 is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date October 23, 1990

(2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA017	1	
1-2	3-7	8	9-14

WARRANT NO.

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59107	020102	\$19,494.68
15-17	18-20	21-25	26-31	32-41

\$19,494.68

Total

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

3 53-76
 One Carlson Parkway North, Suite 150
 8 Address 9-32
Minneapolis, MN
 City State 33-54 Zip Code 55-59

Soc Sec No
 OR
 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 5; Inv. #5; NE Corr. Alignment Study
5 Agreement PA017; Acct. 59107-020102; 9/30/90
 9-60
6 9-24

For Risk Management
 Use Only

6
 8

Last Name First Name

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

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

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: K. Welpiegers

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

BA-354 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 5

PREPARED BY: 

PROJECT: NORTHEAST CORRIDOR ALIGNMENT STUDY
CONTRACT AGREEMENT NUMBER RCRA-90-001

ENTERED BY: 

PROJECT COST CENTER: 59107

AGREEMENT NO: PA017

DATE: 22 OCT 90

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

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

ACCOUNT NUMBER 59107-020102

PERCENT COMPLETED

34.4%

TOTAL VALUE OF WORK CERTIFIED - 30 SEPT 90

\$84,122.24

LESS 5% RETAINAGE

\$4,206.11

AMOUNT DUE

\$79,916.13

LESS PREVIOUSLY APPROVED PAYMENTS:

\$60,421.45

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$19,494.68

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

10/26/90 Kathryn Halpern
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

10/22/90 Charleen Zinner
DATE CONSULTANT

PREVIOUS PARTIALS:

PARTIAL PAYMENT NO. 1	\$1,571.89
PARTIAL PAYMENT NO. 2	\$18,865.32
PARTIAL PAYMENT NO. 3	\$27,848.91
PARTIAL PAYMENT NO. 4	\$12,135.33
PARTIAL PAYMENT NO. 5	\$19,494.68
PARTIAL PAYMENT NO. 6	\$0.00
PARTIAL PAYMENT NO. 7	\$0.00
PARTIAL PAYMENT NO. 8	\$0.00
PARTIAL PAYMENT NO. 9	\$0.00
PARTIAL PAYMENT TOTAL:	\$79,916.13

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$244,865.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDES THIS PAYMENT)	\$79,916.13
AMOUNT REMAINING ON AGREEMENT	<u>\$164,948.87</u>

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

Telephone: (612) 475-0010

Refer to File: 0901380
Invoice Date: 9/30/90
Invoice No.: 5
Period Ending: 9/30/90

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

re: NORTHEAST LRT CORRIDOR STUDY
Agreement No. RCRRA-90-001

Summary of professional engineering services rendered during September:

	CURRENT PERIOD	CUMMULATIVE TO DATE
Total Labor and Overhead	19,868.37	80,517.47
Total Direct Non-Salary Costs	652.34	3,604.77
Subconsultant	0.00	0.00
TOTAL FEE EARNED	20,520.71	84,122.24
Less 5% Retainage	1,026.04 3	4,206.11
TOTAL	19,494.67 8	79,916.13
TOTAL AMOUNT DUE THIS INVOICE	19,494.67 8	
	=====	

BUDGET \$244,865.00
PERCENT COMPLETE 34.4%

COMMISSION # 901380
NORTHEAST LRT CORRIDOR STUDY
PERIOD ENDING SEPTEMBER 30. 1990

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	85.00	5.0	425.00
C. Zimmer	Principal	80.00	17.5	1400.00
D. Eyler	Principal	80.00	0.5	40.00
J. Kern	Associate	80.00	73.5	5880.00
W. Gardner	Trans. Planner	63.82	116.5	7435.03
D. Paulu	Sr. Technician	39.60	56.5	2237.40
D. Wold	Technician	36.66	14.5	531.57
W. Baker	Technician	34.65	2.5	86.63
L. Grover	Technician	33.00	24.4	805.20
J. Lubenda	Admin. Assistant	44.55	14.0	623.70
B. Bersie-Ashfeld	Word Processor	41.25	1.7	70.13
L. Charley	Word Processor	27.72	9.2	255.02
K. Dooley	Clerical	26.23	3.0	78.69
-----	TOTALS -----		338.8	19868.37

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING SEPTEMBER 30, 1990

NORTHEAST LRT CORRIDOR STUDY

CAT #	CATEGORY	
1	MILEAGE	81.67
2	PARKING	7.15
10	POSTAGE	95.80
13	IN-HOUSE COPY DUPLICATION	11.00
21	FILM & DEVELOPING	3.06
22	SUPPLIES	4.00
51	CPP 10 X 12 PAPER	196.80
52	CPP 12 X 18 PAPER	11.76
53	CPP 20 X 24 PAPER	19.56
55	CPPAB 10X12 PAPER, ADHES.BACK	5.20
56	CPF 10 X 12 FILM	169.20
58	CPFAB 10X12 FILM, ADHES.BACK	18.84
69	CPFAB 12X18 FILM, ADHES.BACK	23.40
80	BRUNING BOND PRINTS	4.90

TOTAL DIRECT EXPENSES

652.34

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING SEPTEMBER 30, 1990

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
1	30	C Zimmer								95.0		24.70
1	30	J Kern								66.0		17.16
1	30	J Lubenda								57.1		14.85
1	30	L Charley								6.0		1.56
1	30	K Dooley								90.0		23.40
2	30	C Zimmer									2.75	2.75
2	30	J Kern									4.25	4.25
2	30	K Dooley									0.15	0.15
10	18	In-House									7.20	7.20
10	25	In-House									1.35	1.35
10	25	In-House									31.45	31.45
10	25	In-House									51.25	51.25
10	25	In-House									4.55	4.55
13	22	In-House	4	8			32					3.20
13	25	In-House	39	2			78					7.80
21	26	In-House									3.06	3.06
22	12	Accounts Payable									4.00	4.00
51	17	In-House						2				9.60
51	18	In-House						20				96.00
51	19	In-House						8				38.40
51	26	In-House						11				52.80
52	17	In-House						2				11.76
53	11	In-House						2				19.56
55	18	In-House						1				5.20
56	24	In-House						4				22.56
56	26	In-House						26				146.64
58	19	In-House						3				18.84
69	18	In-House						3				23.40
80	19	In-House			22.0	42.0	1					0.58
80	20	In-House			36.0	48.0	4					4.32

CASH RECEIPT

DATE 9/14/90

PAID

ALLIED PARKING, INC.
MPLS., MINN.

#1343

THIS RECEIPT MUST BE PRESENTED AT CASHIER'S
WINDOW TO OBTAIN CAR

#1340
Thank you
Callaglin

09-24-90
\$1

01 *425
*425
*1000
*575
20-3895
17-20

TL
CG
AT

WE ARE NOT RESPONSIBLE FOR ANY LOSS OR DAMAGE

LANDMARK TOWERS
ST. PAUL
THANK YOU

#1340

PAID 12

A ..13812
*90-09.-101
024-17:21EX
*90-09.-101
024-15:48EX
A....-2.75\$
....2.75\$
\$....-2.75EX
\$....0.00EX



STRGAR-ROSCOE-FAUSCH, INC.
CONSULTING ENGINEERS
TRANSPORTATION • CIVIL • STRUCTURAL ENGINEERS • LAND SURVEYORS

USE OF PERSONAL CAR AND OTHER EXPENSES

FOR THE MONTH OF _____

150
VENDOR ID# 011/1-4
255.15 / 519
42.12 719
Job 1328 Amt .05 A/C 521
1172 .10 50
Job 692 Amt .50 A/C 521
381 1365 125 521
Job 1380 Amt .15 A/C 521
1240 .10 521
276.55

Date	Commission No.	ODOMETER		Miles	Parking	Project Location or Location Visited
		Start	Finish			
9/21	CC1 ✓			43		St. Paul
9/22				6	1.75	St. Paul
9/25	705 ✓			25		MDIS
9/25	1232, 1251 ✓			5.33		MOTO
9/25	1380 ✓			21	.54	St. Paul
9/25	695.80 ✓			10		D-5
9/25	1380 ✓			23	1.04	St. Paul
9/25	1054 ✓			15		MDIS
9/26	1408 ✓			8		INTK
9/26	1421, 1430 ✓			37		St. Paul
9/27	1308 ✓			30		St. Paul
9/27	695.06/04 ✓			22		St. Paul
9/27	850 ✓			13		MDIS - BRUCE
9/27	1380 ✓			5		MOTO
9/27	1380 ✓			5		MOTO
9/28	476 ✓			12		ST. PAUL

Total Miles: 1055 ✓ @ 26¢/mile

Total Parking 2.25

✓ = \$ 274.30

= \$ 276.55

Date	Commission No.	Description of Expense	Amount

See second sheet more miles TOTAL OTHER EXPENSES

Proj.	Miles	Proj.	Miles	Proj.	Miles	Proj.	Miles
001	102	1410	17	1406	27	1363	60
1259	26.5	1407	20	1360	11	1184	25
695	93	1444	108	1380	90	705	25
1428	16	1325	111	1240	15	1232	2.5
1430	48	1175	45	1408	13	1054	15

TOTAL DUE

= \$

= \$ 276.55

Submitted By: Kenny Doolan

Approved By: John L. Lusk 9

Cost \$3.26

AT TARGET, DISTANCE SERVICE IN 200 METERS

427

1 4304 0100080

[illegible]

CASH TENDERS

\$ 3.06	CHARGE	NO. 00
951-100	TOTAL	4.20
		75.20

9/26/90

14-5aid-71

1 roll 24 exp film

THANKS FOR SHIPPING AT ONCE

09/07/96 13:07

Metropolitan Council
PUBLICATIONS ORDER FORM

Name William Gardner
Address Steger-Paxson-Faunth, Inc.
One Carlson Parkway North, Ste 150
City Minneapolis State MN Zip 55447
Daytime phone 475-0010
Publication name LRT/Land-Use Coordination- Pub. No. 550-900725
of the Regional Transit Board's
Publication name Light Rail Transit Coordination Pub. No. 550-900725
Publication name Plans Pub. No. 550-900725
Attach list of any other publications desired. Check enclosed for total cost: \$ 4.00

Mail with check to Metropolitan Council Data Center
Meers Park Centre, 230 E. Fifth St., St. Paul, MN 55101

9/5
Bill Gardner
Need check for
\$4.00.
Charge to #1380.
Report needed just
for this project.

9/5
Bill Gardner
Need check for
\$4.00.
Charge to #1380.
Report needed just
for this project.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, NOVEMBER 20, 1990

1:00 P.M. - LARGE CONFERENCE ROOM - 316

1. * Approve the 1991 Ramsey County Regional Railroad Authority Budget.

Adopt a total tax levy of \$3,239,449 for 1991.

* Action is required.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

Regional Railroad Authority

Originating Department

K. DeSpiegelaere
Authorized Signature

11/13/90
Date

Board Action Requested

Approve the 1991 Ramsey County Regional Railroad Authority Budget in the amount of \$3,250,930 and adopt a total tax levy of \$3,239,449.

***ACTION IS REQUESTED**

Request Justification

- See attached:
- 1) Proposed resolution adopting budget
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Proposed 1991 Budget

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

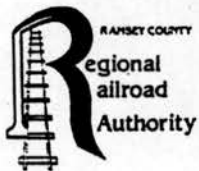
November 20, 1990

Board Date

F. L. Glendonning
Signature

11/15/90

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

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

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1991 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1991 Tax Levy Statement Countywide Levy

1991 Approved Budget

~~\$3,250,930~~

FINANCING

Estimated Revenue

~~75,000~~

Current Taxes Receivable (Tax Levy)

~~3,175,930~~

Plus Estimated Tax Delinquency

~~63,519~~

Total Tax Levy:

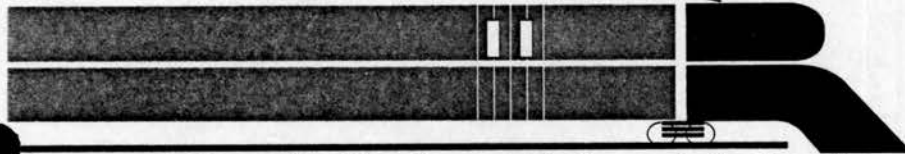
~~\$3,239,449~~

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

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1991 a tax rate percentum necessary to raise a Total Tax Levy of \$3,239,449.

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 *KD*

SUBJECT: Adoption of 1991 Budget

DATE: November 15, 1990

Attached is the proposed 1991 budget in the amount of \$3,250,930 for the Ramsey County Regional Railroad Authority. The total tax levy request is \$3,239,449. This represents a decrease of \$675,817 (17.3%) from the 1990 tax levy. The 1991 request is also within the certified levy of \$3,915,266 adopted by the Rail Authority on August 28, 1990. The latter amount was equal to the 1990 tax levy.

The estimated impact of the proposed levy on residential and commercial property is enclosed.

Recommendation:

A resolution is attached for your consideration.

KD/blk
Attachment

DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY
DEPARTMENT HEAD: Kathryn DeSpiegelaere, Director of LRT Planning
Ramsey County Regional Railroad Authority
LOCATION: 316 Court House PHONE: 298-4145

MISSION

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

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

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

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

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

ADDITIONAL INFORMATION

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

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

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

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

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

ORGANIZATION

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Estimated Total Taxes:

Home with Estimated Market Value of:	<u>\$70,000</u>	<u>\$100,000</u>	<u>\$150,000</u>
1990 Estimated Tax	\$7.49	\$13.73	\$29.33
1991 Estimated Tax	4.78	8.74	18.02
Increase/(Decrease):	(\$2.71)	(\$4.99)	(\$11.31)

Commercial Property with Estimated Market Value of:	<u>\$100,000</u>	<u>\$500,000</u>	<u>\$1,000,000</u>
1990 Estimated Tax	\$34.32	\$244.82	\$507.94
1991 Estimated Tax	21.18	152.26	316.12
Increase/(Decrease):	(\$13.14)	(\$92.56)	(\$191.82)

Estimated Total Taxes are based on Estimated Payable 1991 Net Tax Capacities and the Payable 1991 Homestead and Commercial Tax Capacity formulas.

The levy that is used for calculating the local tax rate and extending taxes is the net tax levy as certified by the authority less the fiscal disparity distribution and less any state aid. For taxes payable in 1990 the fiscal disparity distribution was 7% (\$275,005/\$3,915,266) of the net tax levy. For taxes payable in 1991 the distribution is 23.1% (\$748,160/\$3,239,449) of the net tax levy.

Since a larger portion of the proposed payable 1991 levy is being financed from the fiscal disparity pool than in the prior year, the taxpayer will pay less than the reduction caused by the reduction in levy.

Information presented here was obtained from Taxation and Records Administration Department, Ramsey County.

BUDGET SUMMARY BY DIVISION

		1991			
CODE	TITLE	1989 EXPENDED	1990 APPROVED	REQUESTED & PROPOSED	APPROVED
59101	Regional Railroad Administration	305,288	6,547,496	3,250,930	
59102	Comprehensive LRT Plan	604,000	-	-	
59103	Phase I Preliminary Engineering & EIS	1,758,000	-	-	
Total Ramsey County Regional Railroad Authority:		2,667,288	6,547,496	3,250,930	

REVENUE SUMMARY BY DIVISION

		1991			
CODE	TITLE	1989 RECEIVED	1990 APPROVED	REQUESTED & PROPOSED	APPROVED
59101	Regional Railroad Administration	117,859	2,709,000	75,000	
59102	Comprehensive LRT Plan	302,000	-	-	
59103	Phase I Preliminary Engineering & EIS	867,190	-	-	
Total Ramsey County Regional Railroad Authority:		1,287,049	2,709,000	75,000	

TAX LEVY

		1991			
		1989	1990	REQUESTED & PROPOSED	APPROVED
Appropriations		2,175,008	6,547,496	3,250,930	
Less Estimated Revenue		(516,500)	(2,709,000)	(75,000)	
Tax Levy		1,658,508	3,838,496	3,175,930	
Allowance for Uncollectible Tax - 2 %		33,170	76,770	63,519	
Total Tax Levy		1,691,678	3,915,266	3,239,449	

REGIONAL RAILROAD AUTHORITY:

TAX LEVY INC/(DEC) OVER 1990	(675,817)
------------------------------	-----------

PERCENT INC/DEC OVER 1990	-17.26%
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ANTICIPATED REVENUE

		1991					
		1989 RECEIVED	1990 APPROVED	REQUESTED & PROPOSED	APPROVED	TAX LEVY	STATE FUND
Revenue from Use of Money and Property							
360102	Interest on Investments	117,349	-				
Intergovernmental Revenue							
321067	Minnesota DOT LRT Grant		1,959,000	75,000			75,000
321068	Minnesota Rail Bank		750,000	-			-
Total		-	2,709,000	75,000	-	-	75,000
Other Revenues							
370103	Recovery-Prior Year's Expense	58					
370104	Recovery-Current Year's Expense	452					
Total		510	-	-	-	-	-
Taxes and Penalties							
390902	Current-RE & PP	1,260,650	3,838,496				
390903	Current-Mobile Homes	1,254					
390904	Delinquent Re & PP	386					
390905	Delinquent Mobile Homes	201					
390908	Tax Penalties-Current RE & PP	5					
390916	Homestead Credit-RE	317,580					
390917	Gov't Acquired Property Rental	44					
390920	Homestead Credit-MH	1,739					
390921	Agric Credit	106					
Total Taxes & Penalties		1,581,965	3,838,496	-	-	-	-
Total RCRA - Administration		1,699,824	6,547,496	75,000	-	-	75,000
RCRA-COMPREHENSIVE LRT PLAN							
Intergovernmental Revenue							
321067	Minnesota DOT LRT Grant	302,000	-				
RCRA-PHASE I PRELIMINARY ENGINEERING & ENVIRONMENTAL IMPACT STATEMENT							
Intergovernmental Revenue							
321067	Minnesota DOT LRT Grant	867,190	-				
Total Regional Railroad Authority		2,869,014	6,547,496	75,000	-	-	75,000

BUDGET SUMMARY

CODE	TITLE	1989 EXPENDED	1990 APPROVED	REQUESTED & PROPOSED	1991	
					APPROVED	TAX LEVY STATE FUND
020000	Other Services & Charges	2,537,991	596,096	565,050		565,050 -
030000	Supplies	1,048	1,300	2,000		2,000 -
040000	Capital Outlay	3,249	4,100	33,880		33,880 -
060000	Contingent	-	5,946,000	2,650,000		2,575,000 75,000
070000	Transfers	125,000	-	-		- -
TOTAL REGIONAL RAILROAD AUTHORITY - ADMINISTRATION		2,667,288	6,547,496	3,250,930		3,175,930 75,000

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

1991							
		APPROPRIATION			FUNDING		
CODE	TITLE	1989 EXPENDED	1990 APPROVED	REQUESTED & PROPOSED	APPROVED	TAX LEVY	STATE FUND
020102	CONSULTING SERVICES	600	50,000	150,000		150,000	
020103	ENGINEERING SERVICE	-	-	-		-	
020122	STATE AUDITOR	2,223	1,800	3,000		3,000	
020154	LEGISLATIVE REPRESENTATIVE	-	25,000	25,000		25,000	
020174	COUNTY ATTORNEY SERVICES	35,000	52,576	35,000		35,000	
020176	EXECUTIVE DIRECTOR SERVICES	31,954	56,040	68,000		68,000	
020179	BUDGETING & ACCOUNTING SERVICES	8,340	31,550	20,000		20,000	
020185	DATA PROCESSING SERVICES-MTCE	4,325	7,200	7,200		7,200	
020193	COUNTY PROJECT MANAGEMENT SERVICES	69,325	301,740	140,250		140,250	
020194	PUBLIC INFORMATION SERVICES	-	-	30,000		30,000	
020202	POSTAGE	1,879	5,800	5,800		5,800	
020207	TELEPHONE LONG DISTANCE CHARGES	153	380	380		380	
020208	TELEPHONE-LOCAL SERVICE	466	1,260	1,260		1,260	
020301	TRANSPORTATION ALLOWANCE	-	600	600		600	
020305	MESSENGER SERVICE	98	600	600		600	
020401	PRINTING MINUTES & NOTICES	1,496	8,560	8,560		8,560	
020501	PRINTING & STATIONERY	6,762	19,890	20,800		20,800	
020906	BUILDING & OFFICE SPACE	-	-	14,700		14,700	
020909	PARKING SPACE	945	2,350	2,400		2,400	
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS	-	250	250		250	
021192	INTEREST EXPENSE	10,684	-	-		-	
021226	COMMITTEE COMPENSATION	-	3,000	3,000		3,000	
021401	MEMBERSHIP & DUES	-	500	500		500	
021403	CONFERENCE & SEMINAR EXPENSES	1,730	4,000	4,750		4,750	
021407	OTHER TRAVEL	-	20,000	20,000		20,000	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	11	3,000	3,000		3,000	
		175,991	596,096	565,050	-	565,050	-

030000 - SUPPLIES

					1991			
					APPROPRIATION		FUNDING	
CODE	TITLE	1989 EXPENDED	1990 APPROVED	REQUESTED & PROPOSED	APPROVED	TAX LEVY	STATE FUND	
030101	OFFICE SUPPLIES	1,048	1,300	2,000		2,000		
	TOTAL SUPPLIES	1,048	1,300	2,000	-	2,000	-	

040000 - CAPITAL OUTLAY

		1991					
		APPROPRIATION			FUNDING		
CODE	TITLE	1989 EXPENDED	1990 APPROVED	REQUESTED & PROPOSED	APPROVED	TAX LEVY	STATE FUND
040300	EQUIPMENT	3,249	4,100	33,880		33,880	
	TOTAL CAPITAL OUTLAY	3,249	4,100	33,880	-	33,880	-

060000 - CONTINGENT ACCOUNT

		1991					
		APPROPRIATION			FUNDING		
CODE	TITLE	1989 EXPENDED	1990 APPROVED	REQUESTED & PROPOSED	APPROVED	TAX LEVY	STATE FUND
061001	CONTINGENT APPROPRIATIONS	-	300,000	500,000		500,000	
061002	PHASE II PE - MIDWAY CORRIDOR	-	3,418,000			-	
061003	RIGHT-OF-WAY ACQUISITION	-	1,728,000	2,000,000		2,000,000	-
061004	NORTHEAST CORRIDOR STUDY	-	400,000	-		-	-
061005	SOUTH CORRIDOR STUDY	-	100,000	-		-	-
061007	SOUTH CORRIDOR EIS STUDY	-	-	150,000		75,000	75,000
	TOTAL CONTINGENT	-	5,946,000	2,650,000	-	2,575,000	75,000

070000 - TRANSFERS

		1991					
		APPROPRIATION			FUNDING		
CODE	TITLE	1989 EXPENDED	1990 APPROVED	REQUESTED & PROPOSED	APPROVED	TAX LEVY	STATE FUND
070201	DUE TO COUNTY REVENUE	125,000		-		-	
	TOTAL DUE TO COUNTY REVENUE	125,000	-	-	-	-	-
TOTAL REGIONAL RAILROAD AUTHORITY - ADMINISTRATION		305,288	6,547,496	3,250,930	-	3,175,930	75,000

BUDGET DETAIL

 020000 - OTHER SERVICES AND CHARGES

CODE	TITLE	1989 EXPENDED	1990 APPROVED	1991			
				APPROPRIATION		FUNDING	
				REQUESTED & PROPOSED	APPROVED	TAX LEVY	STATE FUND
020102	CONSULTING SERVICES	460,000	-				
020174	COUNTY ATTORNEY SERVICES	10,680	-				
020176	EXECUTIVE DIRECTOR SERVICES	14,398	-				
020179	BUDGETING & ACCOUNTING SERVICES	4,077	-				
020185	DATA PROCESSING SERVICES-MTCE	1,823	-				
020193	COUNTY PROJECT MANAGEMENT SERVICES	87,127	-				
020202	POSTAGE	981	-				
020305	MESSENGER SERVICE	100	-				
020401	PRINTING MINUTES & NOTICES	2,000	-				
020501	PRINTING & STATIONERY	8,000	-				
021226	COMMITTEE COMPENSATION	2,150	-				
021407	OTHER TRAVEL	10,414	-				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	2,250	-				
Total RCRRA - Comprehensive LRT Plan		604,000	-	-	-	-	-

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

CODE	TITLE	1989 EXPENDED	1990 APPROVED	1991		TAX LEVY	STATE FUND		
				APPROPRIATION					
				REQUESTED & PROPOSED	APPROVED				
020102	CONSULTING SERVICES	1,476,000	-						
020174	COUNTY ATTORNEY SERVICES	33,818	-						
020176	EXECUTIVE DIRECTOR SERVICES	45,592	-						
020179	BUDGETING & ACCOUNTING SERVICES	14,288	-						
020185	DATA PROCESSING SERVICES-MTCE	3,016	-						
020193	COUNTY PROJECT MANAGEMENT SERVICES	154,581	-						
020202	POSTAGE	3,123	-						
020305	MESSENGER SERVICE	300	-						
020401	PRINTING MINUTES & NOTICES	4,650	-						
020501	PRINTING & STATIONERY	14,882	-						
021226	COMMITTEE COMPENSATION	1,000	-						
021407	OTHER TRAVEL	6,000	-						
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	750	-						
Total RCRRRA-Phase I Prelim Engr & EIS		1,758,000	-	-	-	-	-		

BUDGET EXPLANATION FORM

Page No. 1
BUDGET YEAR 199159101 Ramsey County Regional Railroad Authority
020102 - Consulting Services

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>600</u>	<u>50,000</u>	<u>150,000</u>			

EXPLANATION:

This account will fund services of independent consultants who perform rail authority work. Anticipated work during 1991 could include specialized engineering, analysis of federal funding options, publicity, light rail patronage forecasts, and other specialized services not provided for in project or operations accounts.

020122 - State Auditor

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>2,223</u>	<u>1,800</u>	<u>3,000</u>			

EXPLANATION:

Accounting records for the Ramsey County Regional Railroad Authority are subject to audit by the State of Minnesota. Estimated fees for 1991 are \$2,000.

020154 - Legislative Representative

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:		<u>25,000</u>	<u>25,000</u>			

EXPLANATION:

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

59101

Ramsey County Regional Railroad Authority020174 - County Attorney Services

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>35,000</u>	<u>52,576</u>	<u>35,000</u>			

EXPLANATION:

Funds are needed for payment of legal services rendered by the County Attorney's Office. The attorney will attend Regional Railroad Authority meetings, provide legal opinions on relevant topics and review contracts and agenda items. This will provide .40 FTE Attorney I for Regional Railroad Authority matters.

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

County Attorney services are also included in other cost centers which are supported by grant sources.

020176 - Executive Director - Services

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>31,954</u>	<u>56,040</u>	<u>68,000</u>			

EXPLANATION:

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

Director of Property Management	\$11,190
Clerical	24,330
Director of Information Services	9,270
Administrative Support Services	23,210
	<u>\$68,000</u>

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

Executive Director services are also included in other cost centers which are supported by grant sources.

59101

Ramsey County Regional Railroad Authority020179 - Budgeting and Accounting Services

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>8,340</u>	<u>31,550</u>	<u>20,000</u>			

EXPLANATION:

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

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

Budgeting and Accounting services are also included in other cost centers which are supported by grant sources.

020185 - Data Processing Maintenance and Equipment

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>4,325</u>	<u>7,200</u>	<u>7,200</u>			

EXPLANATION:

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

59101

Ramsey County Regional Railroad Authority020193 - County Project Management Services

	1989	1990	1991	
	Expended	Approved	Requested	Levy Goal Proposed Approved
Existing Operation:	<u>59,625</u>	<u>301,740</u>	<u>140,250</u>	

EXPLANATION:

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

Project Management services are also included in other cost centers which are supported by grant sources.

RCRRA project management team (1.5 FTE)	\$127,250
Drafting, administration, accounting	3,000
Mapping services	<u>10,000</u>
TOTAL	\$140,250

PROJECT MANAGEMENT TEAM

	Estimated Cost
<u>Existing Staff</u>	
Dir. of LRT Planning (a)	\$ 32,500
Project Engineer (a)	32,800
Community Participation Coordinator (b)	16,500
Administrative Secretary (b)	<u>20,300</u>
Existing Subtotal	\$102,100

Proposed Staff Additions

Engineering Tech. IV (a)	\$ 13,000
Account Clerk (b)	<u>12,150</u>
Existing Subtotal	\$ 25,150
Total Estimated Cost	<u>\$127,250</u>

The current workload exceeds the capacity of existing staff. The resolution of who will implement LRT is expected to be completed by mid-1991, therefore, additional staff is requested beginning in July, 1991.

An Engineering Technician IV and an Account Clerk are being requested beginning on July 1, 1991, to assist in the management of an increasing number of RCRRA programs and activities and the larger number of project contracts anticipated for the second half of 1991. Of the \$71,000 total funding request for these staff additions, \$19,450 will come from state grant sources.

59101

Ramsey County Regional Railroad Authority020193 - County Project Management Services (...continued...)

It is anticipated that by the middle of 1991, the RCRRA will be actively directing and participating in five major projects with overall budget provisions in excess of \$7 million. While the largest portion of funding is dedicated for contractual services, it is essential to provide adequate direction to and oversight of consultant activities.

The **Engineering Technician IV** would provide assistance in the assembly and review of technical information in direct support of specific studies and general LRT information efforts. Areas of involvement would include technical reports/memorandums, presentation graphics/related materials, and mapping services.

The **Account Clerk** would assume all duties relating to purchase requisitions, billings, and budget operations. These duties are currently borne by professional staff and the Administrative Secretary without benefit of specific training and at the expense of other RRA responsibilities, particularly as they relate to consultant oversight.

Addition of these two staff positions will ensure timely completion of all budgetary functions and better oversight of professional services provided to the Rail Authority. Without additional staff, RRA efforts will have to rely more heavily on contract services with very limited staff supervision.

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

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

020194 - Public Information Services

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	-	<u>30,000</u>			

EXPLANATION:

This account will fund creation and dissemination of general LRT information to the public through a variety of communication formats including newsletters, special mailings, informational brochures, newspaper articles, public notices, hearings and information meetings, special presentations, etc.

BUDGET EXPLANATION FORM

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BUDGET YEAR 1991

59101

Ramsey County Regional Railroad Authority020202 - Postage

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,879</u>	<u>5,800</u>	<u>5,800</u>			

EXPLANATION:

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

020207 - Telephone - Long Distance Charges

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>153</u>	<u>380</u>	<u>380</u>			

EXPLANATION:

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

020208 - Telephone - Local Service

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>466</u>	<u>1,260</u>	<u>1,260</u>			

EXPLANATION:

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

020301 - Transportation Allowance

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	<u>600</u>	<u>600</u>			

EXPLANATION:

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

BUDGET EXPLANATION FORM

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BUDGET YEAR 1991

59101

Ramsey County Regional Railroad Authority020305 - Messenger Service

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>98</u>	<u>600</u>	<u>600</u>			

EXPLANATION:

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

020401 - Publishing Minutes and Notices

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,496</u>	<u>8,560</u>	<u>8,560</u>			

EXPLANATION:

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

020501 - Printing and Stationery

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>6,762</u>	<u>19,890</u>	<u>20,800</u>			

EXPLANATION:

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

59101

Ramsey County Regional Railroad Authority020906 - Building and Office Space

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			\$14,700			

EXPLANATION:

The current RCRRA staff complement is officed in 316 CH. The 1991 budget provides for the addition of two new staff members for the second half of the year. Space for additional staff is not available in 316 CH. This account would provide for rental space for the expanded RCRRA staff complement for the period of July 1 through December 31. The estimate is based on a total of 2,100 square feet at \$14/sf, providing a mix of private and common use space along with a conference room.

020909 - Parking Space

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	945	2,350	2,400			

EXPLANATION:

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

Victory Ramp	2 x 12 x 100	\$2,400
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021101 - Books, Periodicals, Subscriptions

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	0	250	250			

EXPLANATION:

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

021192 - Interest

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	10,683	0	0			

EXPLANATION:

No loans anticipated in 1991.

59101

Ramsey County Regional Railroad Authority021226 - Committee Compensation

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>0</u>	<u>3,000</u>	<u>3,000</u>			

EXPLANATION:

Committee members are reimbursed for expenses associated with meeting attendance. Task force and citizens advisory committee members have been eligible for this reimbursement in previous years. Additional meetings will be held in 1991.

021401 - Membership and Dues

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>0</u>	<u>500</u>	<u>500</u>			

EXPLANATION:

Membership fees will be funded for professional transit associations.

021403 - Conference and Seminar Expenses

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,730</u>	<u>4,000</u>	<u>4,750</u>			

EXPLANATION:

American Public Transit Association	\$1,800
Minnesota Public Transit Association	400
Transportation Research Board - LRT Conference	1,800
University of Minnesota - Technical Seminars	750
	<u>\$4,750</u>

021407 - Travel

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>0</u>	<u>20,000</u>	<u>20,000</u>			

EXPLANATION:

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

59101

Ramsey County Regional Railroad Authority021408 - Volunteer/Committee Meeting Expense

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>11</u>	<u>3,000</u>	<u>3,000</u>			

EXPLANATION:

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

030101 - Office Supplies

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,048</u>	<u>1300</u>	<u>2,000</u>			

EXPLANATION:

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

040300 - Equipment

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>3,250</u>	<u>4,100</u>	<u>33,880</u>			

EXPLANATION:

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

1 Portable Slide Projector	=	230
1 Light Viewer for Slides	=	250
1 Public Address System	=	200
1 Portable Overhead	=	200
1 Cassette Recorder	=	100
1 Transcriber	=	<u>300</u>

\$ 1,280 Subtotal

BUDGET EXPLANATION FORM

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BUDGET YEAR 1991

59101

Ramsey County Regional Railroad Authority040300 - Equipment (...continued...)

Additional equipment for a new office location would be needed as follows:

1 Map Storage Cabinet	= \$ 300
1 Bookcase	= 150
1 Office Chair	= 150
1 File Cabinet (4 drawer)	= 220
1 Portable OA Station	= 1,100
1 Laser Printer	= 3,000
1 Copier	= 9,000
2 Work Stations	= 13,880
1 Key Phone System	= 3,600
Relocate	= 1,200

\$32,600 Subtotal

TOTAL

\$33,88061001 - Contingent Appropriations

	1989	1990		1991		
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	0	300,000	500,000			
Transferred to other accounts						
1990 Total						

EXPLANATION:

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

061003 - Right of Way Acquisition

	1989	1990		1991		
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	0	1,728,000	2,000,000			

EXPLANATION:

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

	Total
Right of way	\$1,772,000
Preliminary Title Work	2,000
Hazardous Substance Testing	60,000
Real Estate Appraisals	20,000
Title/Abstract Work	10,000
Attorney Services	36,000
Surveying	100,000
TOTAL	\$2,000,000

59101

Ramsey County Regional Railroad Authority061005 - South Corridor EIS Study

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>0</u>	<u>0</u>	<u>150,000</u>			

EXPLANATION:

The South Corridor Alignment/Scoping Study, initiated in 1990, will be completed in mid-1991. The study provides for development of a work plan for Environmental Impact Statement Studies and Preliminary Engineering, the next levels of corridor study. It is anticipated that an EIS will be initiated at the conclusion of the Alignment/Scoping Study. This work is a joint effort of the Ramsey County and Dakota County Regional Railroad Authorities. Ramsey County's estimated share of EIS study costs are as follows:

	Total 1991	To be funded Mn/DOT Grant	Tax Levy
o Consultant/Contractual Expenses	112,000	56,000	56,000
o County Project Management Services	30,000	15,000	15,000
o Miscellaneous (financial, engineering, legal)	<u>8,000</u>	<u>4,000</u>	<u>4,000</u>
Total	150,000	75,000	75,000

If budget provisions are not sufficient for proposed EIS studies, additional grant funds through the Minnesota Department of Transportation may be available in July, 1991.

070201 - Due Ramsey County

	1989	1990	1991			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation	<u>25,000</u>	<u>125,000</u>	<u>0</u>		<u>0</u>	<u>0</u>

EXPLANATION:

No loans are anticipated in 1991.

CONFERENCE AND EDUCATIONAL SEMINAR EXPENSE (021403)
BUDGET REQUEST FORM

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BUDGET YEAR 1991

Conference/Seminar Name and Location: >American Public Transit Association, Location is unknown.

Justification for Attendance: >Improve knowledge of transit systems, developments and operations. If this is not funded, current information will not be obtained on national topics.

Number of Employees Attending: >1 Total Estimated Cost: >\$1,800
=====

Conference/Seminar Name and Location: >Minnesota Public Transit Association, Location is Unknown.

Justification for Attendance: >Information on state and national transit issues will be acquired. If this is not funded, information on this topic will not be obtained.

Number of Employees Attending: >2 Total Estimated Cost: >\$ 400
=====

Conference/Seminar Name and Location: >Transportation Research Board - LRT Conference, Calgary, Alberta

Justification for Attendance: >This conference will occur in Calgary, a city with an operating light rail transit system and will include technical sessions and tours of LRT systems. If this is not funded, knowledge of LRT systems will be lacking.

Number of Employees Attending: >1 Total Estimated Cost: >\$1,800
=====

Conference/Seminar Name and Location: >University of Minnesota - Technical Seminars, Twin Cities

Justification for Attendance: >Training on topics relevant to rail authority work, such as community participation and media relations will be attended. If this is not funded, the current information on these topics will not be obtained.

Number of Employees Attending: >1 Total Estimated Cost: >\$ 750
=====

Total Requested (021403) \$4,750 \$0
=====

59101

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

	1989	1990	1991			
	Revenue	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-		75,000			

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

EXPLANATION:

Additional grant funds from Mn/DOT in the amount of \$75,000 have been granted for the purpose of conducting an EIS study for the South Corridor.

321068 - State Revenue from State Rail Bank Program

	1989	1990	1991			
	Revenue	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	-	750,000				

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

EXPLANATION:

If acquisition of abandoned railroad corridors is determined to be desirable by the Regional Railroad Authority, application to the State Rail Bank program administered by Mn/DOT will be made. Reimbursement of 50% of acquisition costs will be requested. If funds are not received, acquisition costs would be likely to be funded by the property tax levy and/or contributions from local governments. Total acquisition costs are estimated to be \$2,000,000, including \$228,000 for technical and legal services. The latter amount is not eligible for Rail Bank fund assistance.

SUMMARY OF PROJECT MANAGEMENT TEAM

Existing Staff						Requested Staff Additons				
Cost Center	Project Title	Director LRT Planning	Project Engineer	Community Coordinator	Admin Secretary	Total Existing	Engineer Tech IV	Account Clerk	Total Additions	Total Funding
1990 PROJECTS:						1991 STAFF FINANCING:				
59105	Phase II PE	36,000	39,000	20,400	22,800	118,200	15,000	11,400	26,400	144,600
59107	NE Corr Align.	6,400	3,700	3,500	4,000	17,600	2,500	2,000	4,500	22,100
59106	BN ROW Acquis.	3,000	2,000	2,000	4,000	11,000	2,000	2,000	4,000	15,000
59108	S. Corr Align.	1,100	4,500	1,000	2,000	8,600	2,000	1,000	3,000	11,600
TOTAL 1990:		46,500	49,200	26,900	32,800	155,400	21,500	16,400	37,900	193,300
1991 ADMINISTRATIVE & PROJECTS:										
59101	Administrative	32,500	32,800	16,500	20,300	102,100	13,000	12,150	25,150	127,250
	S Corr Phase I	6,200	5,400	5,000	4,000	20,600	3,000	2,000	5,000	25,600
	ROW Acquis.	2,400	2,600	1,000	1,500	7,500	2,500	750	3,250	10,750
TOTAL 1991:		41,100	40,800	22,500	25,800	130,200	18,500	14,900	33,400	163,600
Appropriations Totals:		87,600	90,000	49,400	58,600	285,600	40,000	31,300	71,300	356,900

FUNDING SOURCES:

Grants (1991 & Prior Yrs)	24,850	26,300	14,950	16,400	82,500	11,250	8,200	19,450	101,950
1990 Project Levy:	27,150	25,500	15,450	19,900	88,000	14,250	9,950	24,200	112,200
1991 Project Levy:	3,100	5,400	2,500	2,000	13,000	1,500	1,000	2,500	15,500
1991 Admin Levy:	32,500	32,800	16,500	20,300	102,100	13,000	12,150	25,150	127,250
Total 1991 Levy	35,600	38,200	19,000	22,300	115,100	14,500	13,150	27,650	142,750
Funding Totals:	87,600	90,000	49,400	58,600	285,600	40,000	31,300	71,300	356,900

BUDGET SUMMARY - 1990:

59101	Administrative	301,740
59105	Phase II PE	348,000
59107	NE Corr Align.	100,000
59106	BN ROW Acquis.	20,000
59108	S. Corr Align.	30,000

BUDGET TOTAL 1990:	799,740
LESS LESS AMOUNT TO BE SPENT ON PROJECTS IN 1991:	193,300
1990 FUNDING:	606,440

PROJECT STATUS SUMMARY

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

AS OF: November 14, 1990

Project Code	Project Name	Appropriation	Expended	Encumbered	Unencumbered Balance
59102	<u>Comprehensive LRT Plan</u>	32,889	24,034	-	8,855
Funding:	MnDOT Grant	16,444	12,017	-	4,428
	Tax Levy	16,445	12,017	-	4,428
		32,889	24,034	-	8,855
59103	<u>Phase I-PE & EIS</u>	1,636,546	1,074,267	495,683	66,596
Funding:	MnDOT Grant	818,273	537,134	247,842	33,298
	Tax Levy	818,273	537,134	247,842	33,298
		1,636,546	1,074,267	495,683	66,596
59105	<u>Phase II PE-Midway Corridor</u>	3,418,000			3,418,000
Funding:	MnDOT Grant	1,709,000	-	-	1,709,000
	Tax Levy	1,709,000	-	-	1,709,000
		3,418,000	-	-	3,418,000
59106	<u>Right Of Way Acquisition</u>	1,728,000	2,129		1,725,871
Funding:	MnDOT Grant	750,000			750,000
	Tax Levy	978,000	2,129	-	975,871
		1,728,000	2,129	-	1,725,871
59107	<u>Northeast Corridor Study</u>	400,000	98,083	164,949	136,968
Funding:	MnDOT Grant	200,000	49,041	82,475	68,484
	Tax Levy	200,000	49,042	82,474	68,484
		400,000	98,083	164,949	136,968
59108	<u>South Corridor Study</u>	100,000	2,331		97,669
Funding:	MnDOT Grant	50,000	1,165	-	48,835
	Tax Levy	50,000	1,166	-	48,834
		100,000	2,331	-	97,669

1
2

SUMMARY OF COUNTY ATTORNEY SERVICES

Cost Center	Project Title	Estimated Cost	Total Funding
1990 PROJECTS:		1991 FINANCING:	
59105	Phase II PE	30,000	30,000
59107	NE Corr Align.	12,000	12,000
59106	BN ROW Acquis.	18,000	18,000
59108	S. Corr Align.	1,500	1,500
TOTAL 1990:		61,500	61,500
1991 ADMINISTRATIVE & PROJECTS:			
59101	Administrative	35,000	35,000
	S Corr Phase I	15,000	15,000
	ROW Acquis.	36,000	36,000
TOTAL 1991:		86,000	86,000
Appropriations Totals:		147,500	147,500

FUNDING SOURCES:

Grants (1991 & Prior Yrs)	29,250	29,250
1990 Project Levy:	39,750	39,750
1991 Project Levy:	43,500	43,500
1991 Admin Levy:	35,000	35,000
Total 1991 Levy	78,500	78,500
Funding Totals:	147,500	147,500

BUDGET SUMMARY - 1990:

59101	Administrative	52,576	52,576
59105	Phase II PE	50,000	50,000
59107	NE Corr Align.	17,000	17,000
59106	BN ROW Acquis.	36,000	36,000
59108	S. Corr Align.	2,500	2,500
BUDGET TOTAL 1990:		158,076	158,076
LESS LESS AMOUNT TO BE SPENT ON PROJECTS IN 1991:		61,500	61,500
1990 FUNDING:		96,576	96,576

SUMMARY OF BUDGETING AND ACCOUNTING SERVICES

Cost Center	Project Title	Estimated Cost	Total Funding
1990 PROJECTS:		1991 FINANCING:	
59105	Phase II PE	20,000	20,000
59107	NE Corr Align.	2,000	2,000
59106	BN ROW Acquis.	1,400	1,400
59108	S. Corr Align.	200	200
TOTAL 1990:		23,600	23,600
1991 ADMINISTRATIVE & PROJECTS:			
59101	Administrative	20,000	20,000
	S Corr Phase I	2,400	2,400
	ROW Acquis.	2,000	2,000
TOTAL 1991:		24,400	24,400
Appropriations Totals:		48,000	48,000

FUNDING SOURCES:

Grants (1991 & Prior Yrs)	12,300	12,300
1990 Project Levy:	12,500	12,500
1991 Project Levy:	3,200	3,200
1991 Admin Levy:	20,000	20,000
Total 1991 Levy	23,200	23,200
Funding Totals:	48,000	48,000

BUDGET SUMMARY - 1990:

59101	Administrative	31,550	31,550
59105	Phase II PE	10,000	10,000
59107	NE Corr Align.	3,000	3,000
59106	BN ROW Acquis.	2,000	2,000
59108	S. Corr Align.	500	500
BUDGET TOTAL 1990:		47,050	47,050
LESS LESS AMOUNT TO BE			
SPENT ON PROJECTS IN 1991:		23,600	23,600
1990 FUNDING:		23,450	23,450

SUMMARY OF EXECUTIVE DIRECTOR SERVICES

Cost Center	Project Title	Estimated Cost	Total Funding
1990 PROJECTS:		1991 FINANCING:	
59105	Phase II PE	20,000	20,000
59107	NE Corr Align.	4,500	4,500
59106	BN ROW Acquis.	1,400	1,400
59108	S. Corr Align.	700	700
TOTAL 1990:		26,600	26,600
1991 ADMINISTRATIVE & PROJECTS:			
59101	Administrative	68,000	68,000
	S Corr Phase I	8,000	8,000
	ROW Acquis.	5,000	5,000
TOTAL 1991:		81,000	81,000
Appropriations Totals:		107,600	107,600

FUNDING SOURCES:

Grants (1991 & Prior Yrs)	16,600	16,600
1990 Project Levy:	14,000	14,000
1991 Project Levy:	9,000	9,000
1991 Admin Levy:	68,000	68,000
Total 1991 Levy	77,000	77,000
Funding Totals:	107,600	107,600

BUDGET SUMMARY - 1990:

59101	Administrative	56,040	56,040
59105	Phase II PE	35,000	35,000
59107	NE Corr Align.	6,500	6,500
59106	BN ROW Acquis.	2,000	2,000
59108	S. Corr Align.	1,000	1,000
BUDGET TOTAL 1990:		100,540	100,540
LESS LESS AMOUNT TO BE SPENT ON PROJECTS IN 1991:		26,600	26,600
1990 FUNDING:		73,940	73,940

1989
SPECIAL TAXING DISTRICT
STATEMENT OF REVENUES, EXPENDITURES, AND GENERAL FUND BALANCE

DUE DATE: JUNE 1, 1990

RAMSEY COUNTY REGIONAL RAILROAD

GENERAL FUND
Year Ended December 31, 1989

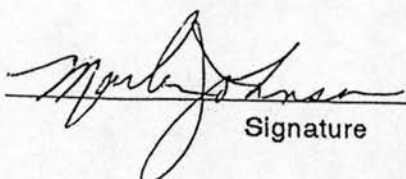
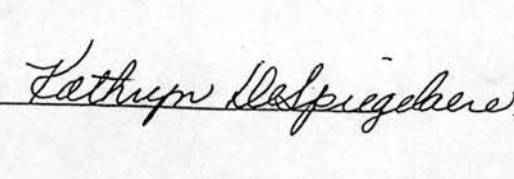
	Actual
1. General Fund Revenues:	
a. Taxes	\$ <u>1,269,899</u>
(Intergovernmental Revenue b - e)	
b. Homestead Credit	\$ <u>319,319</u>
c. Agricultural Credit	\$ <u>106</u>
d. Other State (LRT Grant)	\$ <u>384,461</u>
e. Federal	\$ -
f. Other Revenues	\$ <u>117,859</u>
2. Total General Fund Revenues (1a+1b+1c+1d+1e+1f)	\$ <u>2,091,644</u>
3. Total General Fund Expenditures:	\$ <u>949,056</u>
4. Excess/Deficiency of Revenues Over Expenditures (2-3).....	\$ <u>1,142,588</u>
5. General Fund Balance at Beginning of Year (1/1/89)	\$ <u>(42,752)</u>
6. General Fund Balance at End of Year (12/31/89)	\$ <u>1,099,836</u>
6a. Projects Carried Forward From Prior Years (to be expended in 1990):	
(1). Revenues (State LRT Grant)	\$796,539
(2). Expenditures (LRT Grant Projects)	\$1,593,083 <u>(796,543)</u>
6b. Adjusted Balance in the General Fund as of 12/31/89:.....	\$ <u>303,293</u>
(6, minus 6a (2))	

KATHRYN DESPIEGELAERE, Director, LRT Planning
MARLEN JOHNSON, Accounting Manager, Ramsey County

(612) 298-4145
(612) 298-5424

Name and title of person completing this form

Telephone Number

 
Signature

May 22, 1990

Date

1990
SPECIAL TAXING DISTRICT
GENERAL FUND BUDGET AND BALANCE REPORT

DUE DATE: JUNE 1, 1990

RAMSEY COUNTY REGIONAL RAILROAD

Data on the General Fund (or equivalent current operating fund)

A. Balance in the General Fund as of 12/31/89: \$ 303,293

B. General Fund budget for 1990 (as adopted by March 14, 1990):

1. Budgeted general fund revenue for 1990):

a. Certified Levy \$ 3,915,266
Less Allowance for Uncollectible Tax - 2%..... \$ (76,770)
Net Levy \$ 3,838,496

b. All other general fund revenues: \$ 2,709,000

c. Total general fund revenues (1a+1b): \$ 6,547,496

2. Total budget general fund expenditures for 1990:..... \$ 6,547,496

KATHRYN DESPIEGELAERE, Director, LRT Planning

(612) 298-4145

MARLEN JOHNSON, Accounting Manager, Ramsey County

(612) 298-5424

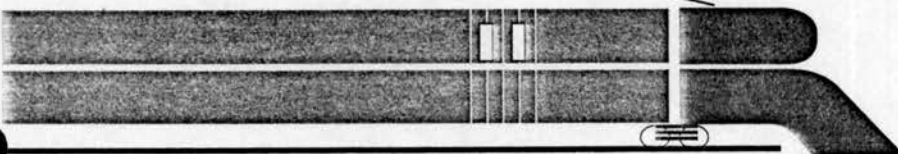
Name and title of person completing this form

Telephone Number

Marlen Johnson Kathryn Despiegelaere
Signature

May 22, 1990

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

FROM: Kathryn DeSpiegelaere

SUBJECT: Draft Resolution on Midway Corridor for Discussion
at November 20 RCRRA Meeting

DATE: November 19, 1990

At your meeting of November 13, you passed a resolution indicating your preference for alignment in the Midway Corridor. Chairman Finley asked that this resolution be brought to your meeting on November 20 for review by you. The additions to the text you saw one week ago have been underlined in the attached copy.

Please bring your comments to the November 20 1 PM RCRRA meeting.

*This is
separate —
don't file with
budget*

WHEREAS, An Environmental Impact Statement for the Midway Corridor is being prepared for Ramsey County Regional Railroad Authority and Hennepin County Regional Railroad Authority that addresses alternatives outlined in the Scoping Report adopted on April 24, 1990 by Ramsey County Regional Railroad Authority; and

WHEREAS, As part of the Midway Corridor Environmental Impact Statement process it was necessary to eliminate some alternatives and study others in greater detail; and

WHEREAS, On June 26, 1990, Ramsey County Regional Railroad Authority adopted a resolution that in the Environmental Impact Statement for the Midway Corridor:

1. On I-94 from the Soo Line intersection with I-94 to Rice Street, the alternative of LRT in the median of I-94 would be examined further.
2. On University Avenue from Oak/Washington to Rice Street, the alternative of 1/4 mile intersection spacing, 1/8 mile pedestrian crossing spacing and 1/2 mile station spacing would be examined further.
3. On Burlington Northern/Pierce Butler Route from Fourth Street to Raymond Avenue, the alternative of LRT adjacent to the University of Minnesota Transitway would be examined further.
4. On Burlington Northern/Pierce Butler Route from Raymond Avenue to Lexington Avenue, the alternative of LRT on Pierce Butler Route would be examined further; and

WHEREAS, On October 9, 1990, Ramsey County Regional Railroad Authority adopted a resolution that in the Capitol area, the preferred surface alignment for LRT is 12th Street/Cedar Street to compare to a preferred tunnel alignment with a station in the Capitol Mall; and

WHEREAS, On October 23, 1990, Ramsey County Regional Railroad Authority adopted a resolution that designated Cedar and Fourth Streets on the surface in Downtown St. Paul as the preferred location for LRT in the Draft Environmental Impact Statement for the Midway Corridor; and

/

WHEREAS, It is anticipated that the Draft Environmental Impact Statement will be released in late December, 1990. Ramsey County Regional Railroad Authority may indicate a preferred alternative for LRT in the Midway area and in the Capitol area, in addition to the alignment already indicated for the Downtown St. Paul area, in the Draft Environmental Impact Statement. The preferred alignment will not become final until after a public comment period, including hearings, and after Ramsey County Regional Railroad Authority Commissioners have reviewed information that is received during the comment period. It will be possible for Ramsey County Regional Railroad Authority, based on the information received during the public comment period, to make a final decision that differs from the recommended alternative in the Draft Environmental Impact Statement; and

WHEREAS, Ramsey County Regional Railroad Authority adopted the following goals for LRT in June, 1988:

1. To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.
2. To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.
3. To enhance economic development in Ramsey County.
4. To decrease costs of transportation services in Ramsey County.
5. To respond to mobility needs in Ramsey County.
6. To reduce environmental impacts associated with the automobile in Ramsey County.
7. To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers;
Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests that the Draft Environmental Impact Statement indicates that:

1. Soo Line/I-94 is the tentative preferred alternative in the Midway Corridor for the following reasons:

- A. It best meets the goals for LRT adopted by Ramsey County Regional Railroad Authority.
- B. I-94 is most consistent with the regional LRT system being proposed.
- C. It has desirable characteristics relating to its speed, ridership and impact on auto use.
- D. It is least disruptive to neighborhoods and businesses, both during and after construction.
- E. It will offer a visible alternative mode of transportation to the auto user when the adjacent freeway is congested.
- F. Coordination with the Minnesota Department of Transportation's I-94 reconstruction project can occur in a timely manner.
- G. It allows maintenance of existing east/west bus routes on University Avenue and Thomas Avenue to serve local transit trips.
- H. It offers an opportunity to decrease, rather than exacerbate, air pollution.
- I. Its cost is comparable to that of the other alignments that were considered.
- J. The most severe adverse environmental impacts, including air quality degradation and traffic congestion, are associated with the University Avenue alternative.
- K. The most severe economic impacts during the construction period occur on the University Avenue alignment alternative.

- L. The long-term economic development impacts of LRT on any of the three Midway Corridor alignments are expected to generate no measurable negative economic impacts on the remaining two alignments.
 - M. While LRT is expected to have positive long-term impacts on existing uses and development opportunities which will be most positive for the University Avenue alignment, such impacts will be only modest.
2. The surface alternative on Twelfth Street to Cedar Street will be discussed in the Draft Environmental Impact Statement in the Capitol Area and additional discussion will occur about a tunnel alternative recommended by the Capitol Area Architectural and Planning Board for that area; and Be It Further

RESOLVED, That the final selection of alternatives will not be made until Ramsey County Regional Railroad Authority has reviewed and considered all comments that are received during the review period for the Draft Environmental Impact Statement for LRT in the Midway Corridor.

names and votes placed here