



Ramsey County Regional Railroad Authority.
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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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

WORK SESSION

TUESDAY, AUGUST 6, 1991

3:00 P.M. or Immediately following County Board

Radisson Hotel, Governor's Hall, Lower Level

1. Discussion of Light Rail Transit-Related Groups and Studies.

Ramsey County Regional Railroad Authority

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

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MEMORANDUM

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

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

SUBJECT: Light Rail Transit-Related Groups and Studies

DATE: July 30, 1991

At the work session on August 6, 1991, the roles and objectives of these light rail transit-related groups/studies will be discussed:

Senator DeCramer's Group

Metropolitan Council's Transit Facilities Plan

Metropolitan Transit Leadership Group

Metropolitan Council

Regional Transit Board

Minnesota Department of Transportation

KD/blk

Senator DeCramer's Group

Senator Gary DeCramer, Chair of the Senate Transportation Committee, has held two meetings to discuss transit issues, one on June 17 and one on July 15. He plans to have monthly meetings to build consensus before the next Legislative session.

Participants invited by Sen. DeCramer to the first meeting were:

Gary Pagel, Rosemary Coleman, Nacho Diaz, Mary Anderson (Metropolitan Council); Sherry Munyon, Greg Andrews, Judy Hollander, Mike Ehrlichmann (Regional Transit Board); Ed Cohoon, Randy Halvorson (Mn/DOT); Jill Schultz (Senate staff); Pat Lindgren (House staff); Senator DeCramer; Dave Kelliher (Sen. DeCramer's assistant); Mark Andrew (Hennepin County); John Finley, Kathryn DeSpiegelaere (Ramsey County).

Senator Sandy Pappas was invited to the second meeting at her request.

Metropolitan Council's Transit Facilities Plan

The Metropolitan Council is preparing a Transit Facilities Plan that will define the role of high occupancy vehicle lanes, light rail transit and bus systems. It will prioritize the transit facilities, define financing for them and define the government structure to implement them.

The plan is to be completed by February 10, 1992.

The staff project management team includes the Metropolitan Council, Regional Transit Board and Minnesota Department of Transportation. Mary Anderson, Michael Ehrlichmann and John Riley meet monthly to review progress and discuss issues associated with the plan.

The major reviewer of the plan is the Transportation Advisory Board and the Technical Advisory Committee. Commissioner Duane McCarty is a member of the Transportation Advisory Board. Ramsey County Public Works Department is represented on the Technical Advisory Committee by Paul Kirkwold and on the two subcommittees reviewing the plan by Dan Soler, Traffic Engineer, and Kathy Roettger, Assistant Environmental Engineer.

Ramsey County Regional Railroad Authority staff review elements of the plan through the Regional Transit Board's Joint LRT Advisory Staff Committee.

METROPOLITAN COUNCIL INITIATIVE
FOR A
REGIONAL TRANSIT FACILITIES PLAN

Purpose

The Metropolitan Council, in cooperation with the Minnesota Department of Transportation (Mn/DOT) and the Regional Transit Board (RTB), will develop a Regional Transit Facilities Plan to satisfy the growing transportation needs of the region over the next 20 years.

Timing

The study will start in early June, 1991 and will be submitted to the state Legislature by February 10, 1992.

Objectives

The Council envisions a strong transportation system for the Twin Cities to support the orderly and economic development of the Seven-County Metropolitan Area. It should include a strong transit component supportive of the regional land-use and development objectives and fully integrated with the region's extensive roadway system.

A major goal of this study is to remove the uncertainty and confusion surrounding the current LRT debate. A "game plan" for LRT development and implementation needs to be developed. It should define a top priority LRT corridor for construction and a financial package and an institutional structure for the implementation of that top priority line. This "game plan", however, cannot be developed looking at LRT in isolation. A range of transit capital investments, including HOV facilities and other non-LRT options, must also be part of the analysis. Land-use impacts should also be considered.

The study will achieve four major objectives:

- Define the role of High Occupancy Vehicle (HOV) lanes, Light Rail Transit (LRT), other bus facilities (i.e. busways, bus lanes, park-ride lots,...) and Intelligent Vehicle Highway Systems (IVHS) in meeting regional transportation needs.
- Establish priorities among those major transit facilities.
- Define a financial plan, including the role of federal funds, for the development and construction of the priority transit facilities identified in the study.
- Define a government structure for the development and implementation of the transit facilities identified in the study.

Methodology

The first objective, defining the role of the various types of major transit capital investments, will be primarily carried out on the basis of various planning and engineering studies currently under way:

- The HOV study conducted by the Metropolitan Council in cooperation with the Minnesota Department of Transportation (Mn/DOT) and the Regional Transit Board (RTB) will provide the framework for defining the potential for HOV facilities in the region. The study, to be released for public review and formal comments from the participating agencies in July, 1991, will be completed by November 1, 1991.
- The most current LRT information developed by the regional railroad authorities and the RTB will be used to define the potential for LRT in the region. The Council recently asked the RTB to reevaluate LRT priorities and either confirm the existing top priority corridor or propose a new one by November 1, 1991.
- The most current information for service and capital facility needs developed by the RTB and the MTC will be used to define the role for other bus facilities (park-ride lots, bus lanes...).
- The most current information developed by Mn/DOT, the Center for Transportation Studies (CTS) of the University of Minnesota and other agencies will be used to define the role of IVHS in meeting the transportation needs of the region.

The second objective, the definition of regional priorities, will be carried out taking into consideration several evaluation criteria such as ridership, capital and operating costs, subsidy levels, cost-effectiveness, congestion relief, right-of-way availability, impact on land use patterns and environmental and energy impacts.

The third objective, a financial plan, will define levels of investments and sources of funds, including federal funding, to be used for the implementation of these transit capital investments. The federal role could be particularly important because of new opportunities created by the new Surface Transportation Program to be adopted by the U.S. Congress by October 1, 1991. The new federal program could offer more flexibility in the allocation of federal assistance to various transportation modes.

The HOV alternatives will most likely continue to be eligible for highway dedicated funding sources both at the state and federal levels. The availability of federal funding for LRT and bus-related options is not as clear at this point. There may be, however, greater opportunities for federal funding under the new Surface Transportation Program because of greater flexibility in eligibility for transit capital investments. At any rate, potential federal funding will require a "local" match (i.e. state, regional or local funds) to be recommended in the study.

Finally, the study will contain a recommendation to the Legislature regarding the appropriate government structure for the planning, engineering, design, construction and operations of the transit facilities identified in the study. This issue has been thoroughly discussed during the 1991 legislative session but no final conclusion was reached.

Process

The Council, Mn/DOT and the RTB will be responsible for different work tasks needed to develop a regional Transit Facilities Plan. The Council will ensure overall coordination of the process and will develop the plan for submittal to the legislature by February 10, 1992.

The following three major steps will take place:

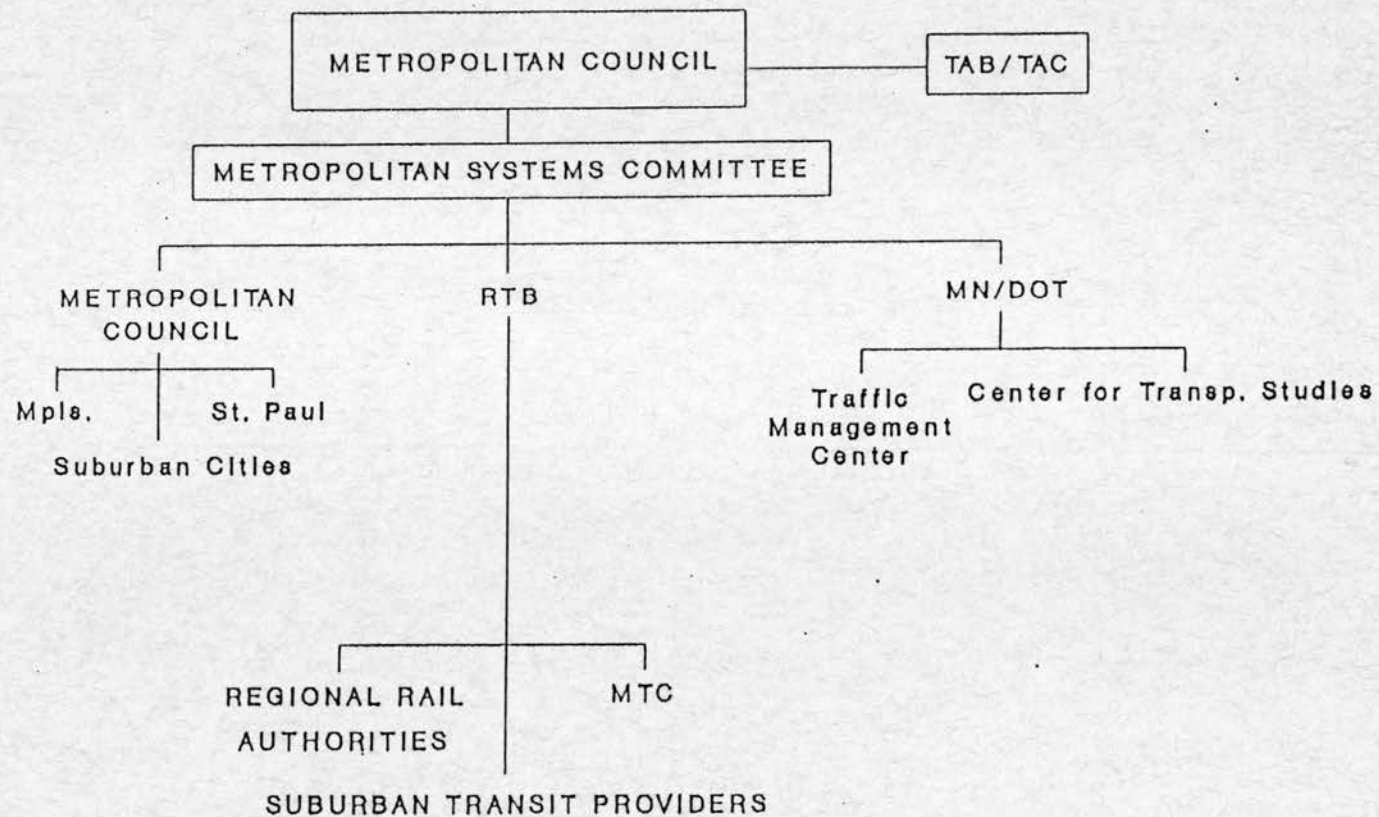
- By June 30, 1991, the Council will define, in cooperation with Mn/DOT and RTB, the work components to be completed by each agency and will communicate its expectations for those activities to the other two agencies.
- By November 1, 1991, the HOV study (Council and Mn/DOT), the reexamination of LRT priorities (RTB), the assessment of other bus facilities (RTB and MTC) and the examination of IVHS options (Mn/DOT and CTS) will be completed in a parallel but coordinated manner.
- By February 10, 1992, the Council will prepare an integrated regional Transit Facilities Plan for submittal to the Legislature.

Technical coordination will be ensured throughout the process by weekly meetings of a staff coordinating committee with representation from the Council, the RTB and Mn/DOT. In addition, each of the three agencies will be responsible for ensuring adequate coordination of their own work components with other agencies such as the MTC, the Center for Transportation Studies, regional railroad authorities and local units of government.

Ongoing policy coordination will take place through monthly meetings of a Policy Coordinating Committee made up of the chairs of the Council and the RTB and the Commissioner of Transportation. In addition, each agency will use its own policy structure to oversee progress of their own work components.

After November 1, 1991, the Council will use its own policy committee structure to develop the final plan to be submitted to the Legislature. During that process, the Council will use the advice and input of the Transportation Advisory Board (TAB) and the Technical Advisory Committee (TAC) which include state, regional and local government representation.

ORGANIZATIONAL STRUCTURE
FOR
REGIONAL TRANSIT FACILITIES PLAN



Metro Transit Leadership Group

Senator Pappas, working with Commissioner John Finley and Councilmember Bob Long, has initiated a Metro Transit Leadership Group. The primary objective is "to develop an effective approach to the major transit issues confronting the metro area, particularly light rail transit, before the next legislative session." Three meetings are anticipated of the full group between now and January. The first meeting was held on July 17.

Invited participants are County Commissioners, metro legislators, mayors, city council members, labor representatives, citizen representatives and environmentalists with an interest in transit. The Chair is Bob Bach, who chaired Ramsey County's Downtown LRT Task Force.

Those who attended the first meeting were:

Bob Bach, Senator Sandy Pappas, Barney Olsen, David Kelliher (Assistant to Sen. DeCramer), Mayor Dick Wedell, George Isaacs, Scott Lambert, Judith Hollander, Howard Blin, Sherry Munyon, Rich Hadley, Robert Larson, Ginny Yingling, Bruce Nawrocki, Councilmember Bob Long, Mary Anderson, Michael Ehrlichmann, Rep. Jean Wagenius, Comm. John Finley, Maryann Campo, Walter Bratt, Cathy Carlson, S. Dore Mead, Commissioner Ruby Hunt, John Jamieson, Jim Dunn, Mayor Harry Mares, Glenn Olson, Arnie Entzel, Kate Seng (Assistant to Rep. Bruce Vento), Norma Sawyer, Karen Lyons, Corbin Kidder, Mike Christenson, Greg Andrews, John Peter Ross, Sen. Jane Ranum, Morgan Grant, Comm. Paul McCarron, Don Ahern, Pat Ness, John Leaderholm, Comm. Diane Ahrens, Paul Smith, Bill Barnhart, Carole Faricy, Todd Paulson, Stephanie Eiler, Tom Valley, Kathryn DeSpiegelaere, Kathy Grochowski.

Staff: Sherry Munyon and Kathryn DeSpiegelaere

METROPOLITAN COUNCIL MEMBERS

Mary Anderson, Chair
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Liz Anderson
Metropolitan Council Member
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Bonita D. Featherstone
Metropolitan Council Member
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Burnsville, MN 55337

Margaret Schreiner
Metropolitan Council Member
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Eagan, MN 55122

REGIONAL TRANSIT BOARD MEMBERS

Michael J. Ehrlichmann, Chair
Regional Transit Board
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St. Paul, MN 55101

Doris Caranicas
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Minneapolis, MN 55406

John T. Finley, Vice Chair
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Val M. Higgins
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Shoreview, MN 55126

Sandra Hilary
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Minneapolis, MN 55415

Maryann Campo
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Minneapolis, MN 55419

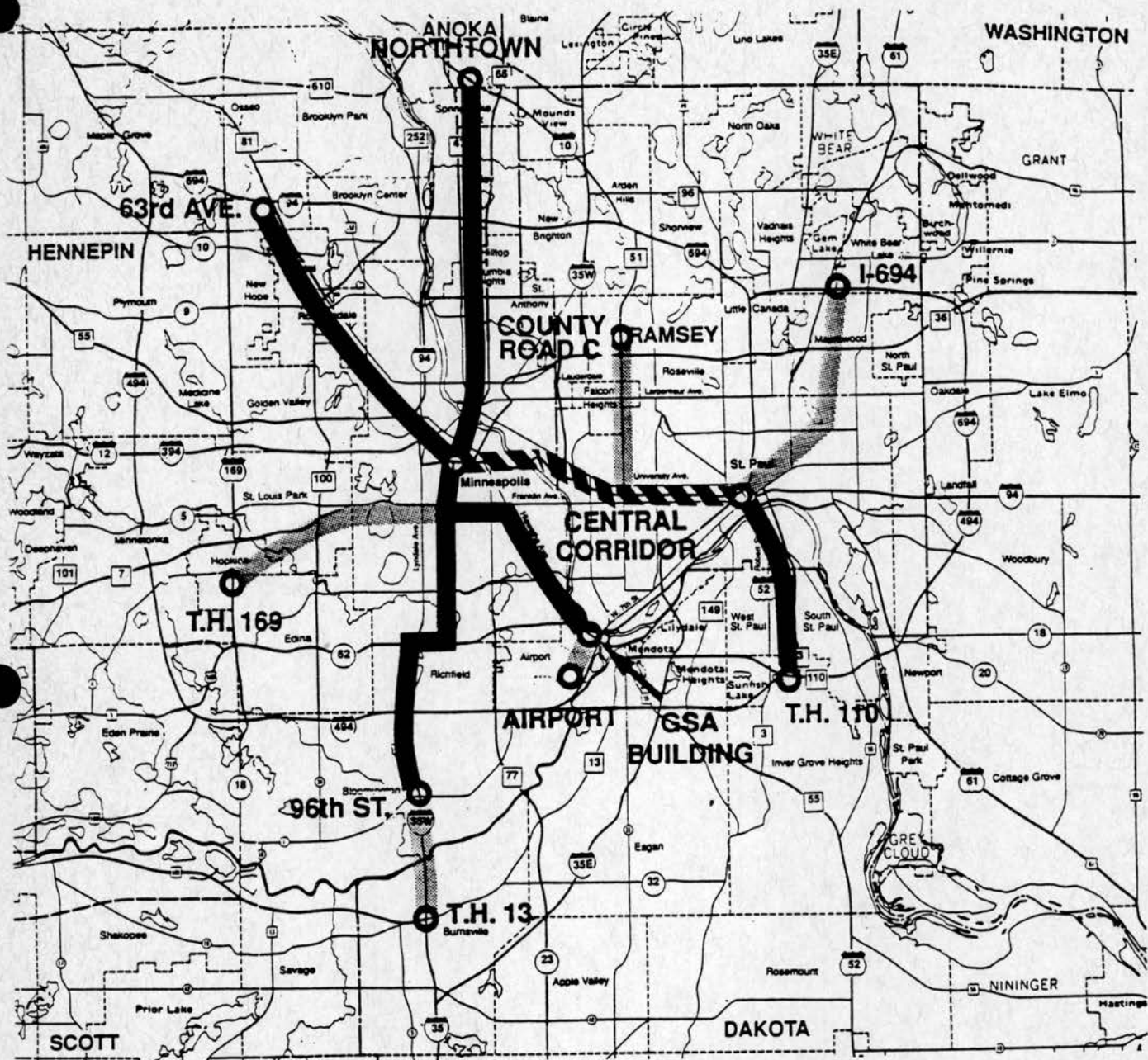
Sharon Feess
5301 Hamilton Lane
Brooklyn Park, MN 55443

Tom Workman
P.O. Box 421
Chanhassen, MN 55317

Donald G. Scheel
13404 South 5th Street
Afton, MN 55001

Minnesota Department of Transportation

The Governor has appointed John Riley as Commissioner of Transportation. His Deputy Commissioner is Ed Cohoon.



LEGEND

-  GROUP A
-  GROUP B
-  GROUP C

LIGHT RAIL TRANSIT REGIONAL COORDINATION PLAN

STAGING FOR MAXIMUM 10-YEAR LRT PLAN

FIGURE 1



Issues Related to Proceeding with the Midway Corridor LRT Contract for Phase II Preliminary Engineering (30% level) at this time are:

One

There have been discussions of Hennepin County Regional Railroad Authority's plans to halt progress on light rail transit. No action has been taken by Hennepin County Regional Railroad Authority as of this time to stop light rail transit work. Some Hennepin County light rail transit corridors are being taken to 30% level of engineering. This contract would take the Midway Corridor to the 30% level.

Two

The proposed Midway consultant contract is for \$2.9 million.

Three

The contract can be halted once it is begun, although it is always easier to stop before it is begun.

Four

Work conducted as part of this contract is premature if federal funds are to be sought for the Midway Corridor.

Five

The Central Corridor, including the Midway Corridor, is the first priority corridor for construction of light rail transit in the region. The Regional Transit Board will reprioritize LRT corridors in fall, 1991. The Metropolitan Council will establish its own priorities by February, 1992.

Six

State grant funds to cover 50% of the cost of the Midway contract have previously been awarded to Ramsey County Regional Railroad Authority. Ramsey County Regional Railroad Authority has previously levied an amount sufficient to cover the remaining contract costs. About 12% of the contract cost would be the responsibility of Hennepin County Regional Railroad Authority.

Seven

The Legislature has not provided funding for the capital costs of light rail transit.

Eight

The community expects that unresolved issues in the Midway Corridor, such as a 280/94 station, will be addressed in the next phase of work by Ramsey County Regional Railroad Authority.

Nine

The Governor has not indicated that he is favorable to light rail transit. In nearly every city where rail transit systems have been constructed, there has been a strong

(over)

Page Two

political leader who promoted the rail project despite opposition.

Ten

Ridership estimates for the Midway Corridor have decreased in the latest round of forecasts. Capital cost estimates have increased.

Eleven

The Midway Corridor is an important link in a light rail transit system for the metro east area.

Twelve

If the Midway Corridor project is delayed, the Ramsey County staff team will probably not remain intact and the consultant team that has been proposed may not remain intact.

Thirteen

Most of the significant decisions on the light rail transit line are made by the 30% level of engineering. Ramsey County would be in a position to decide those issues if it conducts that phase of study in this contract.

Fourteen

The issue of who should construct light rail transit has not been resolved to the satisfaction of the Legislature.

Fifteen

Mary Anderson, Chair of the Metropolitan Council, has been quoted in the Star Tribune, July 24, 1991, as saying, "Because the report (Metro Transit Facilities Plan) is in the works, it is appropriate 'from a taxpayers perspective' for counties to pause in their light-rail spending. The same should go for Ramsey County, which is planning to spend almost \$3 million this fall on engineering plans for a route between downtown Minneapolis and St. Paul, she said."

Sixteen

Correspondence from the Minnesota Department of Transportation to Ramsey County Regional Railroad Authority indicated that I-94, a portion of which is the proposed light rail transit alignment for the Midway Corridor, is to be reconstructed in 1993-95. Information has been received that Mn/DOT Commissioner Riley has put I-94 plans on hold pending resolution of light rail transit construction in that alignment. Commissioner Riley has not taken a position pro or con on light rail transit to date, and has indicated he wants more information before making up his mind about it by January, 1992, in order to make a recommendation to the Governor.

KD 8/6/91

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

file

John T. Finley, Chairman

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AGENDA

SPECIAL MEETING

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, AUGUST 13, 1991

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

1. * Approve the 1992 proposed tax levy for the Truth in Taxation Notice of \$1,435,087.

* Action is Requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>8/2/91</u> <u>Authorized Signature</u> <u>Date</u>		<u>Board Action Requested</u> Approve the 1992 proposed tax levy for the Truth in Taxation Notice of \$1,435,087 which, in accordance with the Truth in Taxation Law, must be certified to the County Taxation Department by September 1, 1991. ACTION IS REQUESTED
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Request Justification

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

<u>Budgeting and Accounting</u> <u>Ed Blawie</u> <u>8/5/91</u> <u>County Attorney</u> <u>[Signature]</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
---	--

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
August 13, 1991

Signature

Date

Board Date

Signature

Date

F. L. Glendinning



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed tax levy each year to the County Auditor; and

WHEREAS, The Minnesota Department of Revenue has notified the Ramsey County Regional Railroad Authority that the proposed tax levy to finance the 1992 budget must be certified by September 1, 1991; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved tax levy for the 1992 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 1, 1991; and

WHEREAS, The Minnesota Legislature in 1991 established a new maximum for levies of metropolitan regional railroad authorities. That maximum is 75% of the actual 1991 levy. The 1991 Ramsey County Regional Railroad Authority levy was \$1,913,449; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority hereby establishes the proposed tax levy to finance the 1992 budget in the amount of \$1,435,087, which is the maximum levy allowable.

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

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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: 1992 Budget - Proposed Tax Levy for Truth in Taxation Notice

DATE: August 2, 1991

The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a "proposed" tax levy each year to the County Auditor. The Minnesota Department of Revenue has notified the Authority that the proposed tax levy to finance the 1992 budget must be certified by September 1, 1991.

An important provision of the Truth in Taxation Law is that the approved tax levy for the 1992 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad authority by September 1, 1991.

It is my recommendation that the proposed tax levy for the Truth in Taxation Notice to finance the 1992 budget be set at \$1,435,087, which is the maximum allowable levy. The Minnesota Legislature in 1991 established a new maximum for levies of metropolitan regional railroad authorities. That maximum is 75% of the actual 1991 levy. The 1991 Ramsey County Regional Railroad Authority levy was \$1,913,449.

This amount will provide sufficient funding for all anticipated programs and projects. The reason we are submitting this figure is to allow the Authority the flexibility to review this decision during this year's budget process.

The proposed budget, which will be presented to the Rail Authority later this year, may be less than the levy proposed for certification.

Public hearings required before the County's budget adoption are not required for the Regional Railroad Authority.

KD/blk

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
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AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, AUGUST 13, 1991

Immediately following the 10:30 A.M. Special Meeting on the Tax Levy

Large Conference Room - 316

Chairman's Comments

1. * Minutes of the Regional Railroad Authority Board Meetings of:
A. June 11, 1991, and B June 25, 1991.
2. * Adopt Final Northeast Corridor Light Rail Transit Alignment Study
3. * a) Approve Environmental Assessment Worksheet and Draft Scoping
Decision Document for South Light Rail Transit Corridor.
b) Establish September 19, 1991, 7 P.M., for Public Scoping Meeting
date.
4. * Approve recommendations from South Light Rail Transit Corridor
Meetings on (a) Community Involvement, and (b) Concord Street
Alignment.
5. * Authorize staff to negotiate a contract for Phase II Preliminary
Engineering for light rail transit in the Midway Corridor with
BRW, Inc.
6. * Approve request from City of St. Paul for extension of time to
approve/disapprove Preliminary Design plans for light rail transit
for the Midway Corridor.
7. * Quarterly Report of Payments for RCRRA - for period April through
June, 1991.
8. * Ratify Partial Payment No. 13 to SRF, Inc. for Northeast Corridor,
in the amount of \$5,845.52.
9. * Ratify Partial Payment No. 14 to SRF, Inc. for Northeast Corridor,
in the amount of \$294.08.
10. * Ratify Partial Payment No. 5 to BRW, Inc., in the total amount of
\$9,412.78 for the South Corridor Alignment/Scoping Study.
- * Action is Requested.

1-A

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 11, 1991

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, June 11, 1991 in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order at 9:50 A.M.

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

Also Present: James Van Houdt, Ed Glaubitz, Hugh Faville, Robert Clarkson
Stephanie Eiler, Karen Tero, Terry Schutten, James Tolaas,
Kathryn DeSpiegelaere, Frances Glendenning

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of May 7, 1991.

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

The Ramsey County Regional Railroad Authority Board approves the minutes of the special meeting of the Regional Railroad Authority Board held on May 7, 1991, as written.

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

Chairman Finley did not really have any Comments. However, he wished to inform the Board that we are putting together at the suggestion of Senator Pappas, sort of an Advocacy Group, as well as a luncheon meeting for the business community of the East Metro Area. Ms. DeSpiegelaere has been working with Marit Smaby-Nowlin, this will be some weeks from today. This is just to update the business community and the numbers keep increasing, as there are certain people that you have to invite, there are people that you know you want there as people from some of the corporations have been involved in some of the Advisory Committees. We are as of right now numbered at 42 for invitations to go out for that luncheon.

This LRT Advocacy Group they are going to try to put together with Hennepin County, and we have a list of people who are supporters of LRT, including

Rich Hadley and some of the business people. We have pretty much come to the consensus that this advocacy group, someone has to be in charge that we would recommend that Bob Bach who chaired our downtown Advisory Committee be the Chair of this ad hoc group, which would consist of elected, appointed, and some business people. We did not if all the members of the Board want to attend more meetings, we left the Committee loose as to representation from this Board, other than himself and Commissioner Hunt, Commissioner Ahrens. If we have meetings, we will advise the Board members, and it will be up to you, but at least you will not be listed as absent if you do not attend. If that is all right, if you prefer it, or you could be on it, that is up to you.

Commissioner Hunt wished to report on, she watched the Hennepin County RRA on television last week, Mark Andrews talked about the Midway Corridor, he asked his staff to go out and doublecheck the ridership as he could not understand why that should be a priority corridor, when there were so many other corridors in Hennepin County that were much better. Mr. Andrews also regretted the fact that John Derus was not at the meeting so that they could discuss it further.

Chairman Finley commented that that was a meeting that evidently lasted more than five or ten minutes, as we receive copies.

Commissioner Ahrens would like to ask a question about the Advocacy Group, as she can see possible trouble coming along with this kind of group, particularly if Mark Andrews wants to start to stack it to be a group where there is a lot of controversy. and we would once again look very disjointed. Maybe you may see it in another form, but she asked that someone help her to understand that there are not any pitfalls.

Chairman Finley explained that is what they are trying to avoid and have asked John Derus to review appointments so that they are LRT advocates, we do not want other people on there to reinvent the wheel every time we have a meeting. This is not an education process every time we meet, as we only expect to meet three or four times before the Legislative Session.

Commissioner Ahrens other question is that unless we leave the Met Council out of this, we lose in terms of our involvement with them to kind of bring them up to speed as to how much has already been done, and why we have arrived at some of the decisions we have. She is wondering if we are going to readdress the issue of how we, as she understands they will have a review and approval role in terms of whatever happens by the legislation. Chairman Finley does not believe they have approval, it is review only.

Ms. DeSpiegelaere added that Federal Funding applications will be approved by the Met Council.

Commissioner Ahrens said given Federal Funding Applications, that is kind of important. At any rate, she does think that some members are new and she does not know how up to speed they are on where we have been, and why we reached the decisions we have. particularly since the Chair has made some statements that would indicate not great support for the Central Corridor as the first line. She is just concerned that we as a group have a chance to talk with them to get to know them, to have them feel comfortable with us, and if we can find some ways to do that.

Chairman Finley thinks that is a good suggestion, it looks like everyone from the East Metro area has been removed from the RTB as they are making new appointments, he mentioned the members who have left. There will not be anyone on the RTB who was on during the process. We will not have any representations by the time the decision is made. However, they will be appointing Don Scheel, who is intelligent, hard working, and understands the issues. The reason he brought this up is because he thinks if we are going to do that maybe we should wait until the RTB members are appointed, and maybe we could do that together, especially the East Metro ones.

2. Authorize staff to issue a Request for Proposal for consultant services for Phase II Preliminary Engineering for the Midway Corridor.

Chairman Finley said this is the phase that has already been approved financially by the State, and we have 50% funding by the State. This is to continue the studies on I-94 and the downtown, this will be tied in with Hennepin County RRA.

Ms. DeSpiegelaere explained that part of this contract will be in Hennepin County.

Commissioner Salverda would like to know what the consequences would be if we pulled off on this until the Legislature makes a decision on the funding.

Chairman Finley feels we could then kiss this Corridor as a priority corridor goodbye, as he believes that some corridors in Hennepin County would be further ahead of us in the planning stages. They would be more likely to proceed especially if the funding ends up being something - regardless of how it comes out funding wise.

Ms. DeSpiegelaere said, in addition the funds that we have been awarded by the State for this project would probably be up for grabs for other counties.

Commissioner Norgard agrees, he thinks that we are into this, if we show some sign of weakness anywhere along the line, they will dent our armor, and we would be in trouble. As long as we are in it, and the State funding is available, he thinks we had better stay with it irregardless of the final outcome.

Chairman Finley thinks the other part of this, and he agrees with Commissioner Norgard, is that if we do not get into the Preliminary Engineering and coordinate with Mn/DOT, since I94 is going to be reconstructed, starting in 1993 anyway, we will be behind on the engineering, and we won't be able to bring it in for the

reconstruction of I94 if the Legislature does get it resolved, we won't have time to have the engineering part, even if the money was available, then we would be lagging behind on the engineering part of it. I94 is not going to be torn up twice in the next twenty years. Once it is gone, it is gone.

Commissioner Hunt thinks Commissioner Riley said at the Legislature that he would not start work on I94 until the final decision has been made on LRT.

Chairman Finley feels that Commissioner Riley may have some constraints by the Feds by that time, you never know.

Commissioner Schaber said if we did approve this, and it was developed in the Legislative process next year, can we then halt this contract.

Ms. DeSpiegelare said, yes, we could as we have incorporated a cancellation clause. James Tolaas added, he believes the cancellation is thirty days written notice, and then we would pay them for whatever had been done up to that time.

Commissioner Ahrens said if the cost to us is \$1.7 million, is that money that we received in the past. Ms. DeSpiegelare explained that this was levied in previous years and set aside for this project, and we have the matching grant from the State. There has been some money that has not been expended from previous years, and she is preparing documentation for this which could be used as authorized by the Legislature.

Chairman Finley said there will be some money available, according to preliminary review, which we will be looking at June 25th for the Finance and Human Services, so there will be some money available from RRA for other purposes that we have not committed.

Commissioner Hunt asked how much competition do we expect to be for this kind of a project in view of the fact that one contractor has been pretty much getting all the contracts, how are we going to know if a proposal is a reasonable proposal, and whether or not we know they know how much money we have, and can make a proposal accordingly. Who is in a position to judge whether or not, whose estimate are we going to go by as to whether or not this is a reasonable bid.

Ms. DeSpiegelare said there is competition, unlike Hennepin County, Ramsey County does go out for bids on LRT, they were concerned about the issues. Ramsey County does solicit bids for all LRT contracts, we have always done this. For this particular contract we have letter ready to go once this meeting is over to about twenty-five firms. We also will be advertising in State publications, etc. She has had some calls from individual firms who are interested. The amount of the contract was set in our grant application, so this is a matter of public record. They are going to work on developing the Work Program for this phase as part of the first contract, she thought it was important to put that particular amount in the proposal. The firms will know this is a specified amount, also it is traditional that a certain amount of the construction cost is on a percentage basis.

Commissioner Hunt understands that the RFP's will in a sense be going out nationally.

Ms. DeSpiegelaere expects that what we will see would be proposals from at least two firms, and some firms may be combining with others to present a team approach. We have had quite a bit of interest already.

Commissioner Schaber noted that we have projected the \$2.9 million, but there is actually \$3.4 million available, so there is \$500,000 extra. Ms. DeSpiegelaere said the remaining is not really cost consultant fees, it would be staff costs for the RRA for the various County Department salaries, or if there is additional outside work, mainly for the EIS Statement, we had a separate contract for the brochure that went out with a separate firm, and other costs which would not be part of the contract, but be part of the project. We would be eligible for 50% of reimbursement for these things.

Commissioner Salverda asked what the odds are of LRT being approved as Senator Marty is coming out strong against it, and also Representative Valento. He is wondering what the prognosticators are saying.

Chairman Finley responded that everyone he spoke to at the Legislature within and without the metropolitan area, he would say that Marty and Valento are equaled only by Schreiber, and no one else is dead set against it. He would say these three are the three most negative people up there. There are many Republicans who do support it because it is sort of in Hennepin County, and a more Democratic separate issue, because of the change of administration, that there may be a softening of that position as Met Council, DOT, and the Governor's Office get more involved in it. In our delegation he does not know of anyone else who is totally opposed to it except the two. The Governor himself is not opposed to LRT.

Chairman Finley's feeling is that LRT is going to go, whether it goes next session or not, he does not know. Maybe we will be around for the ground breaking ceremonies, but he doubts it. At this stage he feels very strongly that we have to stay in it, and we have to stay in it with our priority. He does think that this Corridor is going to continue to be the priority on the re-evaluation that has been recommended by the Met Council to the RTB to do.

Commissioner Salverda said that this has been pretty much our position that we are doing what we have to to stay in the game, but if it is absolutely a lost cause, it is foolish to do this contract.

Chairman Finley does not think it is a lost cause to do this contract, he does not think there is anybody else as ready to go as we will be when we do this contract. Ms. DeSpiegelaere added that Hennepin County is already in this stage on this corridor, and some others.

Chairman Finley said we must make sure that there is a clause in there for termination.

In response to Commissioner Salverda's question, Ms. DeSpiegelaere said they have had several discussions with the consultant about this, ranging from special unique aspects of the system as it goes along, she asked Mr. Tolaas to respond.

Mr. Tolaas said the consensus after the discussion was not only to do the overall process of the actual volume of work, but you actually have a separate review of that work to insure that there have not been any real blunders, really approach the project with an open mind. It is an independent process which is a check and balance, and as we do the engineering, we should periodically be checking, we would be bringing in someone who is not involved with the design, this will give you a fresh view.

Terry Schutten mentioned that we have done this for the Court House, on the addition, architects came in, and some changes were made as to how things are done, and how you look at the things to have an independent source look at it. You have an entirely different outlook, so this is a very valuable process.

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

WHEREAS, The Ramsey and Hennepin County Regional Railroad Authorities (RCRRA and HCRRA) are nearing completion of Phase I Preliminary Engineering (PE) and Environmental Impact Statement Studies for Light Rail Transit in the Midway Corridor; and

WHEREAS, Final approval and adequacy decisions on Preliminary Design Plans and the Final Environmental Impact Statement Studies, respectively, are anticipated in the fall of 1991; and

WHEREAS, The next level of engineering for LRT in the Midway Corridor is Phase II Preliminary Engineering which takes the current level of engineering detail from approximately 10% completed in Phase I work to 30%; and

WHEREAS, A Request for Proposal (RFP) has been prepared for issuance to provide a basis for selection of a consultant team to conduct engineering elements of the Phase II PE project; and

WHEREAS, The estimated cost for consultant services required to complete Phase II Preliminary Engineering is \$2,940,000, of which RCRRA's and HCRRA's cost shares of the work are estimated at \$2,587,200 (88%) and \$352,800 (12%), respectively; and

WHEREAS, Funds in the amount of \$3,418,000 are available for staff and consultant costs for Phase II PE - Midway Corridor work in an RCRRA Project Cost Center of which 50% is received and anticipated grant revenues from the Minnesota Department of Transportation and 50% is from RCRRA funds levied during previous years; Now, Therefore, Be It

RESOLVED, That the RCRRA authorizes the issuance of an RFP to provide a basis for selection of a consultant team to conduct Phase II Preliminary Engineering for LRT in the Midway Corridor.

R91-43

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

3. Update on South Corridor Light Rail Transit Alignment Study

James Tolaas addressed the Board, said it has been quite a period of time since we have updated you on the South Corridor. He showed slides of downtown St. Paul, River. They began with a broad range of all railroad corridors, trunk highways, county roads. Through the screening process, they took this broad range of universe, and reduced it to two major North-South Alignments, being Robert Street and Lafayette Freeway, and two East-West Alignments being 494 and Lone Oak Road. Further review looks at more comprehensive impacts to right of way, environmental impacts, ridership, service area, some of the cost factors. Impacts noted for Robert Street particularly as far south as Mendota are deemed to be very inappropriate, similar to what we found on University Avenue, it just does not fit. It destroys the character and fabric of that as a commercial corridor and the recommendations of the Committees involved was to drop that portion of Robert Street. A small portion of State Street was also deemed inappropriate. There would be considerable takings on the right of way, a rather substantial disruption of the community itself.

Lafayette Freeway on the other hand has fairly moderate impacts, functions in a way that is more consistent with both our RRA goals and those of the Dakota County RRA. This particular study in scope is designed to create the Scoping Document to go forward with an EIS, and also to provide a planning tool for the communities in the south area of Dakota County. The actual terminus area for the first phase, and the part that would go forward in the EIS in the area of 494 and TH 110. The focus of any detailed work beyond this point would be on that area.

Mr. Tolaas continued, the extensions to the south would serve very well the Inver Grove Community College, extensions to the west get over in the Eagan area a strong employment base, but at this point there is no clear cut decisive reason to choose one or the other in terms of an extension.

In terms of cost effectiveness, we have a reasonable cost effectiveness down as far south as 494, the corridor that would cost about \$145 to \$160 million, about 14,000 patron ridership, when we extend these lines, it would be about 5.8 miles, it is about \$20 to \$25 million per mile, very competitive with other corridors. The ridership may drop off as we get further south. They see that meeting the regional thresholds for alignments, cost effectiveness up to 494, extensions are right now beyond the threshold of cost per passenger, that can change in the future and will be considered at that time. They have also considered the downtown St. Paul area which may be of most interest to this Board. A meeting of downtown representatives did consider how to get across the river, there are three major options, one would be going off Fourth, down Wall and across State Street, feeding back into Lafayette, or cutting across on Prince Street directly to the east or west side of Lafayette.

Mr. Tolaas continued, the consensus at this particular meeting supported the State Street alternative, however that has implications on how you get to the East side of Lafayette further to the south. That is an open issue, and should again be addressed in an EIS.

They do have one North-South Alignment and will be going forward with the Economic Development Study, St. Thomas is doing a study of community values, in addition to BRW's evaluation of stations specific impacts and opportunities. They are also running ridership forecasts through the Metropolitan Council's modeling process so that it will be competitive with other corridors when they update the Regional Financial and Development Plan this fall.

Commissioner Hunt would like to know if this would require a rebuilding of Lafayette Freeway, similar to I-94. Mr. Tolaas said no, they are looking at slide slope construction or a structure along the side of the freeway. It really becomes cost prohibitive to tear up a freeway and reconstruct it as part of the project. There are some traffic implications in a side slope design.

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

1-B

MINUTES

RSMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 25, 1991

The regular meeting of the Ramsey County Regional Railroad Authority Board was held on Tuesday, June 25, 1991, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 10:30 A.M.

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

MEMBERS ABSENT: Commissioner Ruby Hunt

Also Present: David MacMillan represented the County Attorney's Office,
Frances Glendenning, Kathryn DeSpiegelaere, Jill Goski,
James Tolaas, Frances Glendenning, Ed Glaubitz, Bill
Gardner, Robert Clarkson, Hugh Faville, T. Trandberg,
Joseph A. Zappa, Dick Wolsfeld

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of May 14, 1991.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Regional Railroad Authority Board Meeting held on May 14, 1991, as written.

Roll Call; Ayes 4, Nays - 0
Motion adopted.

2. Authorize transfer of \$2500.00 to meeting expense account.

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

WHEREAS, Situations develop during the year when it would be advantageous to the Ramsey County Regional Railroad Authority to make expenditures for the purpose of hosting meetings and incurring expenses for visiting dignitaries or public officials; for private citizens or public officials from other governmental units who are providing a service to the Railroad Authority without fees or salary; and for Railroad Authority officials and/or employees who are asked or required to attend meetings and functions called or approved by the Director of Light Rail Transit Planning; Now, Therefore, Be It

RESOLVED, That \$2,500 be transferred from 1991 operating Account 59101-021408 - Volunteer/Committee Meeting Expense to Account 59101-021409 - Meeting Expense Account to provide funds for the Director of Light Rail Transit Planning to make direct payments or claim reimbursements for these costs, including Railroad Authority officials and/or employees' costs, upon the authorization of the Director and submittal of proper documentation; and Be It Further

RESOLVED, That current Internal Revenue Service regulations as well as any future changes in them will apply to this policy, therefore, the Railroad Authority will require the following, which will be attached to each disbursement before payment or reimbursement is made:

- 1) Receipts or other proof of expenditure.
- 2) A brief statement indicating the purpose of the expense.
- 3) A list of names of persons attending the meeting, if applicable.

Roll Call: Ayes - 5
Motion adopted.

3. Update on Legislative Events

Chairman Finley said last week he had mentioned to the Board members that he had met with Senator DeCramer with some other people interested in LRT, and it is going to be an ongoing meeting. One of the things that was sent out was this organization by the Metropolitan Council. He told the group at that time that he felt that the municipalities should work through the County RRA as opposed to working directly with the Metropolitan Council. That would seem to be more in concert with the overall plan, and it seemed like people accepted that. Mary Anderson felt that it had made some sense that this be done.

One of the concerns that LRT needs a leader, we have so many leaders, but no real leader, but he thinks as long as everyone is willing to go to the meetings, it is better than it was.

For your information, the new RTB members were sworn in yesterday, Don Scheel is now on the RTB, the East Metro Area replaced Ed Kranz who is from Dakota County

who was a real good ally. Don, as you know, is very responsible, strong individual who does his homework. Mary Ann Campbell is a LRT advocate, very strong on 35E. There is a Tom Workman from Chanhassen who is on the City Council down there, Terry O'Toole was replaced by a retired attorney from Medina, Val Higgins, so there are people we have some repore with who replaced our people. So, it probably may not be as gloomy as he thought. We have some real responsible people who were selected for the Board, and we are going to be able to work with them.

4. Ratify partial payment No. 4 to BRW, Inc. for the South Corridor Alignment Study in the amount of \$7,999.45.

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting a South Corridor Alignment/Scoping Study; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-002, 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 March 31, 1991; and

R91-45
WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-002, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) 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 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, BRW, Inc. Invoice No. 61874, Partial Payment No. 4, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through March 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$7,999.45 for Ramsey County Regional Railroad Authority's share of services rendered through March 31, 1991, is hereby ratified.

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

REGIONAL RAILROAD AUTHORITY Originating Department <i>K. DeSpiegelaere</i> <u>7/15/91</u> Authorized Signature Date	Board Action Requested Adopt Final <u>Northeast Corridor Light Rail</u> <u>Transit Alignment Study</u> <u>ACTION IS REQUESTED</u>
---	---

Request Justification

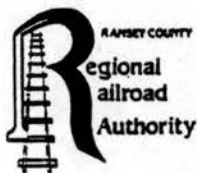
- See attached: 1) Proposed resolution
 2) Memorandum from K. DeSpiegelaere
 3) Final Northeast Corridor Light Rail Transit Alignment Study

Budgeting and Accounting <i>Ed Blauvelt</i> County Attorney <i>Paul Mac...</i> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
---	---

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
August 13, 1991	<i>F. L. Glendinning</i>	8/3/91
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Comprehensive Light Rail Transit Plan for Ramsey County, December, 1989, recommends the Northeast Corridor as a location for light rail transit (LRT) between now and 2010; and

WHEREAS, The Light Rail Transit Regional Development and Financial Plan, February, 1990, includes the Northeast Corridor within its 10-year plan for construction of light rail transit; 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; and

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has completed a study of alternative alignments for light rail transit in the Northeast Corridor; and

WHEREAS, That study found that both the I-35E and the Burlington Northern alignments are technically feasible; that the I-35E alignment would attract the highest number of new riders and the Burlington Northern alignment would serve the highest total number of riders; that the I-35E alignment would provide the fastest end-to-end trip and the Burlington Northern alignment would provide more service to St. Paul neighborhoods; and that the estimated construction cost for LRT on the Burlington Northern alignment is 30 percent lower than the I-35E alignment; and

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, There is an opportunity to purchase the Burlington Northern alignment and the City of St. Paul and Ramsey County support trail development in the Burlington Northern right-of-way; and

WHEREAS, Construction of LRT in the median of I-35E requires reconstruction of I-35E which is included in 20-year plans of the Minnesota Department of Transportation; and

WHEREAS, The Technical Committee and the Northeast Corridor Task Force recommended continued study of both the I-35E and the Burlington Northern alignments for LRT; and the Intergovernmental Committee recommended selection of the Burlington Northern alignment for LRT; and

WHEREAS, The RCRRA has received letters and resolutions from the cities in the corridor, some supporting the I-35E alignment and some supporting the Burlington Northern alignment; and

WHEREAS, The RCRRA has held a public hearing and 60-day comment period on the alignment study and has received comments supporting both the I-35E and the Burlington Northern alignments; and

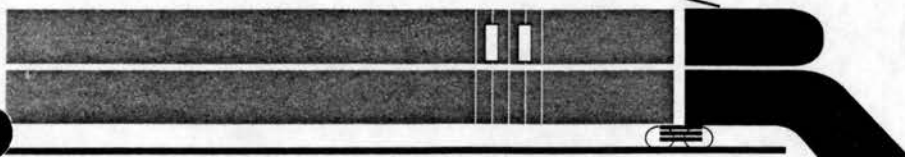
WHEREAS, The RCRRA adopted a resolution on July 9, 1991, that the RCRRA:

- 1) Supports the construction of LRT in the Northeast Corridor between downtown St. Paul and downtown White Bear Lake;
- 2) Will continue negotiations with the Burlington Northern for purchase of right-of-way between downtown St. Paul and Beam Avenue for construction of both LRT and a trail; and
- 3) Will continue to explore the feasibility of LRT in both the I-35E and Burlington Northern corridors so that (1) LRT can be incorporated into reconstruction of I-35E if the opportunity arises and (2) joint LRT/trail development is planned for the Burlington Northern right-of-way; Now, Therefore, Be It

RESOLVED, That the Final Northeast Corridor Light Rail Transit Alignment Study, containing the RCRRA's actions on July 9, 1991, is adopted by the RCRRA.

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 Final Northeast Corridor Light Rail Transit
Alignment Study

DATE: July 15, 1991

At the July 9 meeting of Ramsey County Regional Railroad Authority, you adopted a resolution selecting a preferred alignment for light rail transit in the Northeast Corridor.

The report has now been finalized and includes the actions taken by Ramsey County Regional Railroad Authority on July 9.

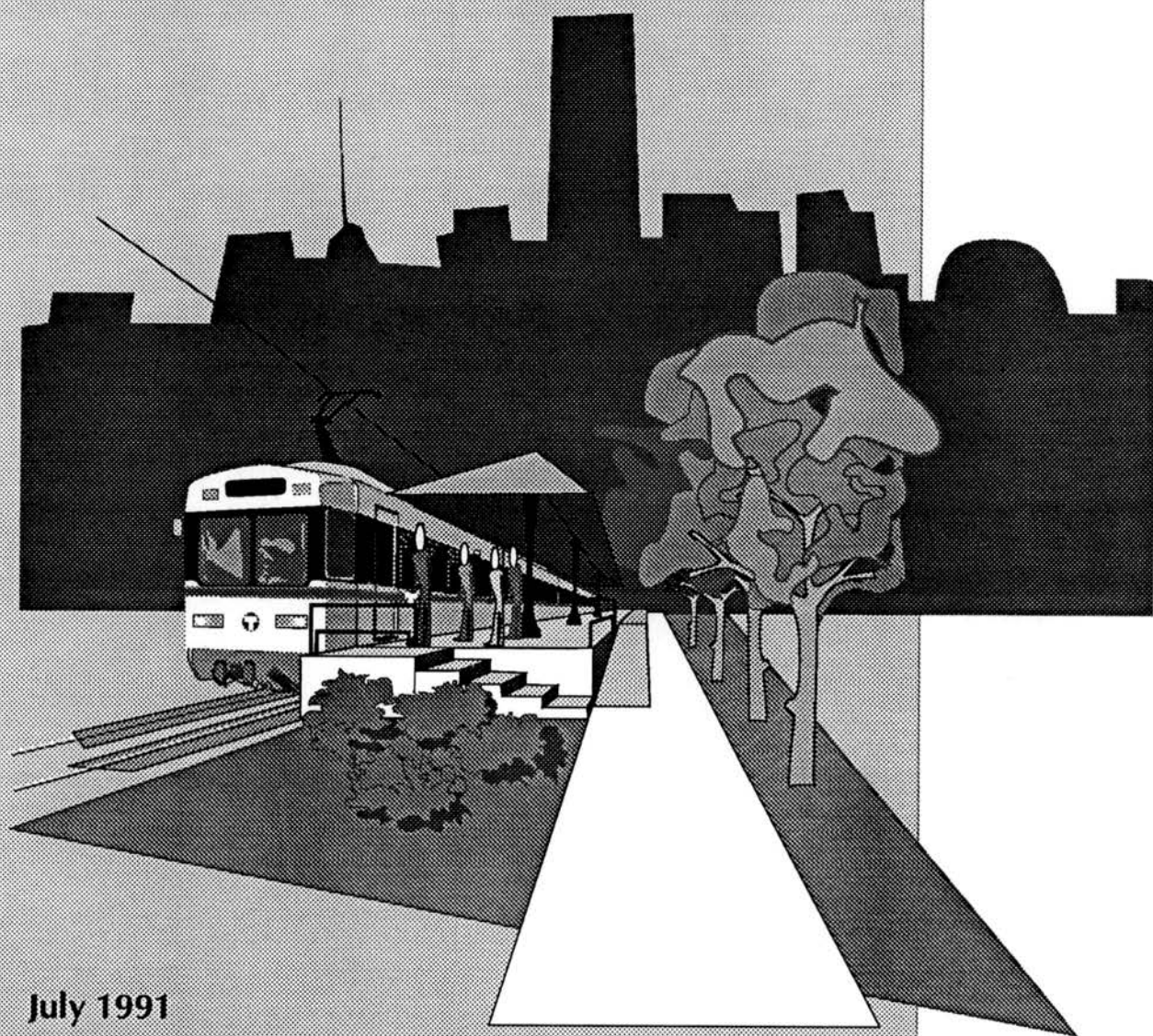
Recommendation:

A resolution has been prepared for your consideration adopting the final report.

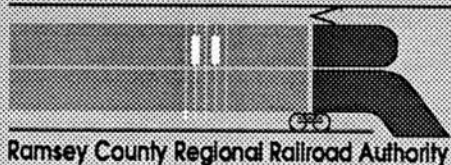
KD/blk

DRAFT

Ramsey County Northeast Corridor LRT Alignment Study



July 1991



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Commissioners

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

Ramsey County
Regional Railroad Authority
316 Courthouse
St. Paul, Minnesota 55102
Telephone (612) 292-7155

**NORTHEAST CORRIDOR
LIGHT RAIL TRANSIT ALIGNMENT STUDY**

**PREPARED FOR
RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY**

**PREPARED BY
STRGAR-ROSCOE-FAUSCH, INC.
DELEUW, CATHER AND COMPANY**

JULY 1991

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EXECUTIVE SUMMARY

The Northeast Corridor is an area extending generally from downtown St. Paul to the northern border of Ramsey County and from Rice Street to the eastern border of Ramsey County (Figure 1). This area was identified as one of several potential corridors for the implementation of light rail transit (LRT) in the Ramsey County Comprehensive LRT Plan (December, 1989). The Northeast Corridor was also included in the Regional Transit Board's Regional LRT Development and Financial Plan (February, 1990).

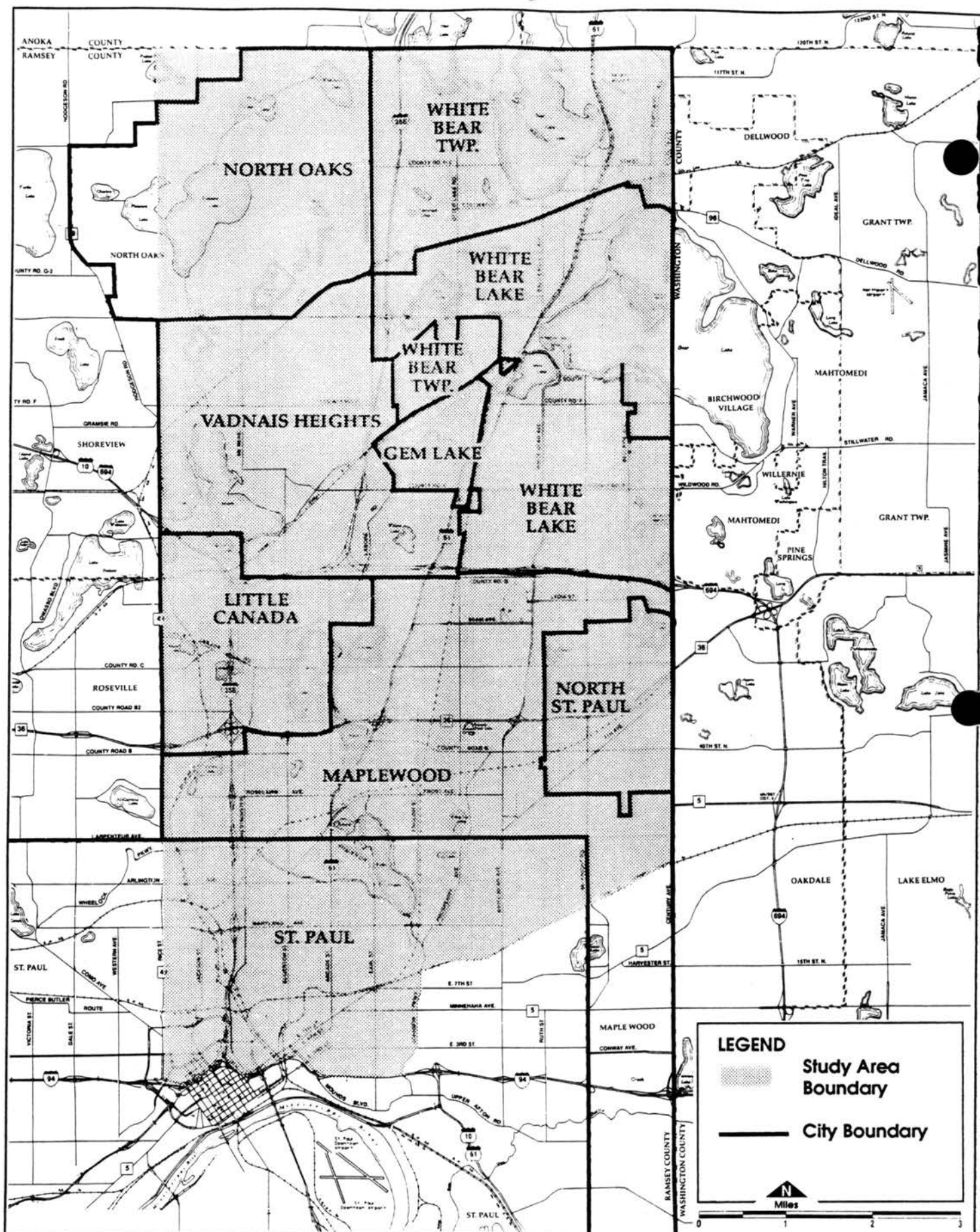
In mid-1990, the Ramsey County Regional Railroad Authority (RCRRA) began an LRT alignment study in the Northeast Corridor. The purpose of this study was to assess the suitability of specific locations for LRT. The study was to provide information to assist with the selection of a preferred alignment for LRT in the Northeast Corridor.

This report documents the findings and recommendations of the Northeast Corridor LRT Alignment Study. A public hearing was held on May 23, 1991 to receive public comment on the report before it was finalized. The Ramsey County Regional Railroad Authority made its alignment decisions based on the technical information provided in the study, the recommendations of the advisory committees, and comments received from the public and other agencies.

DESCRIPTION OF LIGHT RAIL TRANSIT

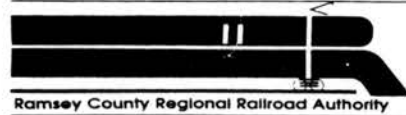
Light rail transit consists of steel wheeled vehicles that operate on train tracks and are powered by overhead electrical wires. LRT is defined as "an urban electric railroad system characterized by its ability to operate single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways, or occasionally, in reserved lanes on city streets" (Transportation Research Board 1989). LRT can operate at speeds that are competitive with the automobile. Train length and operating frequency can be varied to meet passenger demand.

Passengers board LRT trains at stations spaced approximately one-half to one and one-half miles apart. Most passengers will reach stations using feeder buses or by driving an automobile to a park and ride lot. Some passengers will walk or bicycle to an LRT station. LRT will be integrated with the bus routes serving nearby areas to form a comprehensive public transit system that provides increased coverage and frequency of service.



Northeast Corridor LRT Alignment Study

Figure



SRF

Ramsey County
Northeast LRT Corridor

Light rail transit has emerged as the preferred transit solution for many metropolitan areas in the United States. LRT is currently operating in 12 U.S. cities and is planned or under construction in 20 other cities including the Twin Cities.

BENEFITS OF LIGHT RAIL TRANSIT

The principal potential benefits of light rail transit for the Twin Cities are:

- . Increases in overall transit ridership which can be achieved by offering a comfortable, reliable and fast ride free from traffic congestion.
- . Revitalization of the exiting bus system through restructuring of transit service and improvements in transit service coverage and timeliness.
- . A decrease in foreign oil dependency and improvements in air quality through reduced gasoline consumption.
- . A stronger transportation system that will enhance the economic competitiveness of the region by making it more attractive to new businesses and visitors.

COMMUNITY PARTICIPATION

Community participation was an integral part of this study. Public involvement included:

- . The Intergovernmental Committee, consisting of elected and appointed representatives of affected cities and agencies, reviewed information and made recommendations on policy issues.
- . The Technical Committee, consisting of agency staff representatives, reviewed technical information and made recommendations on technical issues.
- . The Northeast Corridor Task Force, consisting of citizen representatives, reviewed information and made recommendations on alignments and neighborhood issues.
- . A public forum was held in July, 1990 to gather citizen input. A public hearing was held in May, 1991.
- . Presentations were made and meetings were held as requested.

ALTERNATIVE ALIGNMENTS FOR LRT

A wide range of possible LRT alignments was initially identified in the Northeast Corridor and evaluated on the basis of five general criteria. To be studied further, the corridor had to:

- . Serve most of the study area.
- . Serve major trip generators in the study area.
- . Minimize route circuitry and travel time.
- . Have the capability for high-speed transit service.
- . Have adequate right-of-way width.

Based on these initial criteria, four alternative LRT alignments were selected for more detailed study. These alignments are shown in Figure 2 and include:

- . Burlington Northern Alignment

Under this alignment LRT would proceed from Fourth Street in St. Paul and follow Broadway to Prince Street, under Lafayette Freeway and along the Burlington Northern Railroad right-of-way to the City of White Bear Lake.

- . I-35E/Burlington Northern Alignment

Under this alignment LRT would proceed from Cedar Street in St. Paul and follow 12th Street, the I-35E median, and Burlington Northern Railroad right-of-way to the City of White Bear Lake.

- . Munger Trail/Burlington Northern Alignment

Under this alignment LRT would proceed from Cedar Street in St. Paul and follow 12th Street, the I-35E median, the Willard Munger State Trail, and Burlington Northern Railroad right-of-way to the City of White Bear Lake.

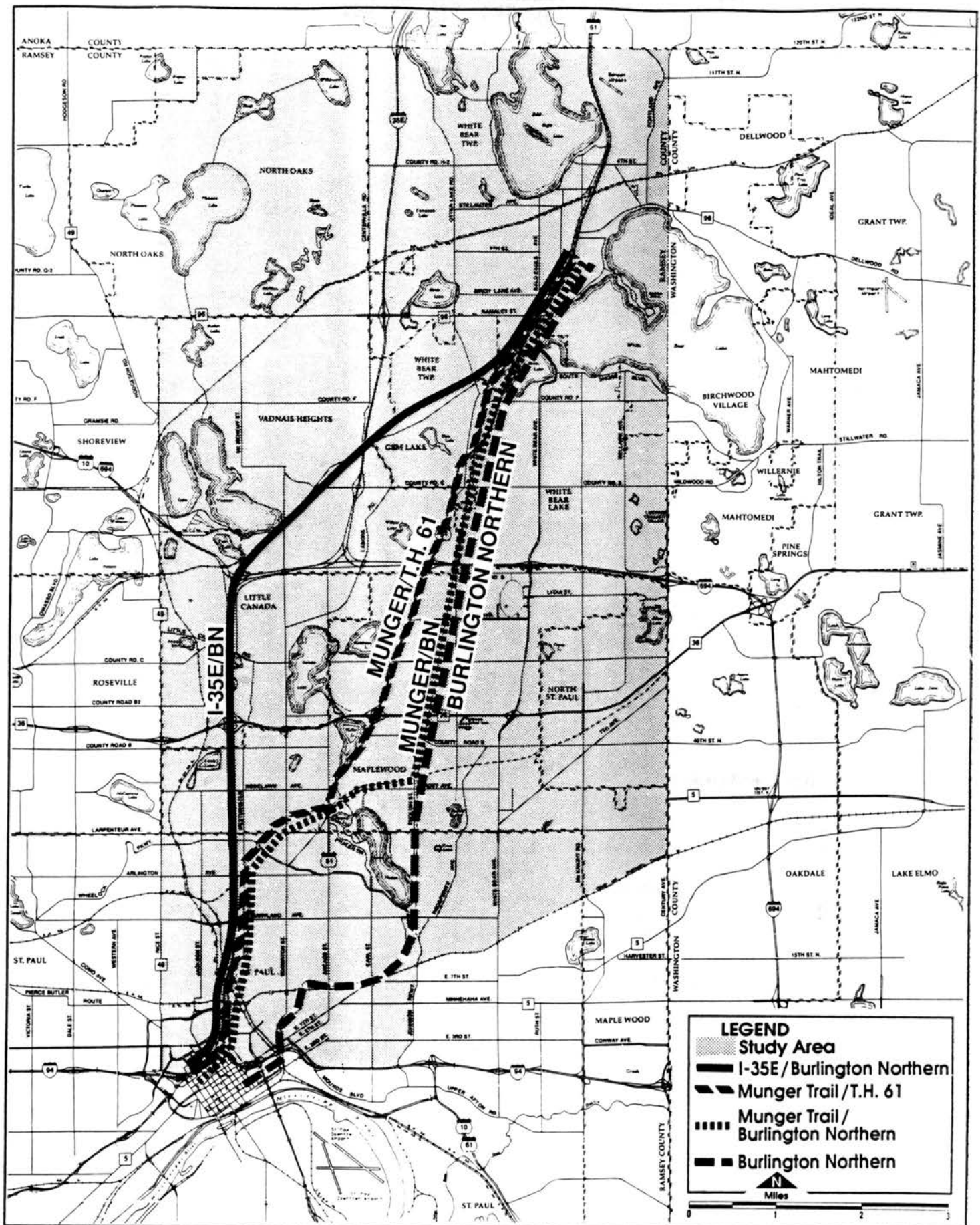
- . Munger Trail/T.H. 61 Alignment

Under this alignment LRT would proceed from Cedar Street in St. Paul and follow 12th Street, the I-35E median, the Willard Munger State Trail, the west side of T.H. 61 and Burlington Northern Railroad right-of-way to the City of White Bear Lake.

ALIGNMENT EVALUATION

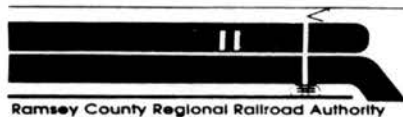
The four alternative LRT alignments were evaluated on the basis of the following evaluation criteria:

- . Projected daily ridership
- . Estimated new transit riders (impact on congestion)
- . Travel time
- . Estimated capital cost



Northeast Corridor LRT Alignment Study

Figure 2



Northeast Corridor
Alignment Alternatives

- . Estimated operating costs
- . Right-of-way acquisition needed
- . Economic impacts
- . Traffic and parking impacts
- . Pedestrian, handicapped and trail user impacts (access and safety)
- . Neighborhood impacts (noise, visual)
- . Potential for other significant environmental impacts (wetlands, etc.)
- . Compatibility with existing plans (city, park, etc.)

The results of that evaluation are summarized in Table 1.

FINDINGS

Of the alignments evaluated for the Northeast Corridor, the Munger Trail/T.H. 61 alignment and the Munger Trail/Burlington Northern alignment have less potential for successful LRT implementation. They are less feasible due to lower estimated ridership, higher capital costs, significantly more at-grade street crossings, as well as right-of-way constraints.

Both the I-35E/Burlington Northern alignment and the Burlington Northern alignment have greater potential for LRT. These alignments are compared as follows:

- . The I-35E alignment would carry about 500 fewer daily riders than the Burlington Northern but would attract a greater number of new riders from automobiles.
- . The Burlington Northern alignment construction costs would be approximately 30 percent lower than the I-35E alignment.
- . The I-35E alignment would provide an end-to-end trip three minutes faster than the Burlington Northern alignment. The Burlington Northern alignment would provide more service to St. Paul neighborhoods and to the Maplewood Mall area than the I-35E alignment.
- . Construction of LRT in the median of I-35E would require reconstruction of the highway and acquisition of five miles of Burlington Northern right-of-way. Construction of the Burlington Northern alignment would require acquisition of 10.5 miles of railroad right-of-way.

TABLE 1 – SUMMARY OF EVALUATION CRITERIA – ALTERNATIVE ALIGNMENTS FOR LRT IN THE NORTHEAST CORRIDOR

CRITERIA	BURLINGTON NORTHERN	I-35E/ BURLINGTON NORTHERN	MUNGER TRAIL/ BURLINGTON NORTHERN	MUNGER TRAIL/T.H. 61
1. Total Daily LRT Riders (2010)	12,100	11,600	10,800	9,600
2. New LRT Riders (2010)	2,500	3,200	2,400	2,300
3. Travel Time	26 Minutes	23 Minutes	26 Minutes	26 Minutes
4. Capital Cost	\$170 Million	\$220 Million	\$220 Million	\$220 Million
5. Annual LRT Operating Cost	\$3.8 Million	\$4.1 Million	\$4.0 Million	\$3.8 Million
6. Net Bus Savings	\$1.1 Million	\$375,000	\$350,000	\$350,000
7. Right-of-Way Issues	Minor	12th St., I-35E	DNR Trail, 12th St., I-35E	DNR Trail, 12th St., I-35E, Keller Lake
8. Traffic and Parking Impacts	13 Grade Crossings, Broadway Street	10 Grade Crossings, 12th Street	15 Grade Crossings, 12th Street	33 Grade Crossings, 12th Street
9. Pedestrian Safety	Moderate	Moderate	Moderate	Poor
10. Compatible with Existing Plans	Yes	Yes	No	No
11. Development Potential	Yes	Yes	Yes	Yes
12. Noise Impacts	Yes	Yes	Yes	Yes
13. Visual Impacts	Yes	Yes	Yes	Yes
14. Parkland/Wetland Impacts	Indirect	Indirect	Indirect	Direct

RECOMMENDATIONS AND ACTIONS

Upon consideration of the study results, advisory committees made recommendations regarding a preferred alignment. Members of the Intergovernmental Committee present at its March 12 meeting recommended the Burlington Northern alignment as the preferred alignment. The Technical Committee and the Northeast Corridor Task Force recommended that both the I-35E and Burlington Northern alignments be considered viable options for LRT construction in the future. Continued planning on the alignments was recommended; it was also recommended that the Ramsey County Regional Railroad Authority proceed with acquisition of the Burlington Northern Railroad right-of-way from downtown St. Paul to Beam Avenue.

After careful consideration of the technical project information, the committee recommendations, and comments received from the public, Ramsey County Regional Railroad Authority on July 9, 1991 adopted a resolution containing the following directives regarding the Northeast LRT Corridor:

1. The Ramsey County Regional Railroad Authority supports the construction of light rail transit in the Northeast Corridor between downtown St. Paul and downtown White Bear Lake.
2. The Ramsey County Regional Railroad Authority will continue negotiations with the Burlington Northern for purchase of right-of-way between downtown St. Paul and Beam Avenue for construction of both LRT and a trail.
3. The Ramsey County Regional Railroad Authority will continue to explore the feasibility for light rail transit in both the I-35E and Burlington Northern corridors so that (1) LRT can be incorporated into reconstruction of I-35E if the opportunity arises and (2) joint LRT/trail development is planned for the Burlington Northern right-of-way.

SPECIAL ISSUES

There are several issues which will need to be addressed in more detail during preliminary design and environmental reviews of LRT in the Northeast Corridor. These issues, which are discussed in more detail in the report, are:

1. Purchase of the Burlington Northern Right-of-Way-- Negotiations will need to be completed between the Ramsey County Regional Railroad Authority and the Burlington Northern for the acquisition of railroad right-of-way in order to proceed with light rail transit in this alignment.

2. Resolution of the Downtown Connection and Coordination of LRT Service with Other Corridors--The recommended entry to the St. Paul Central Business District (CBD) for the Burlington Northern alignment is via Broadway to Fourth Street in the vicinity of the Gillette Company plant. Selection of the alignment for this connection must be coordinated with the Ramsey County South and East LRT Corridors.
3. Connections to the Maplewood Mall Area--Transit service to the Maplewood Mall area from the Burlington Northern alignment could be provided either by feeder bus or a deviation in the LRT alignment. Preliminary analysis indicates feeder bus service would be more cost-effective than a rail connection. If it is determined that a rail connection should be made, then a specific alignment should be determined and the impacts of this alignment change on the performance and cost of the Burlington Northern alignment should be reassessed.
4. Staging or Phasing of Construction--Future studies may need to address the desirability of staging LRT construction in the Northeast Corridor as provided for in the regional LRT plan. The Intergovernmental Committee and the Northeast Corridor Task Force have recommended against staging or phasing construction.
5. Joint Trail and LRT Use of the Burlington Northern Right-of-Way--In 1989, the Metropolitan Council designated the abandoned Burlington Northern Railroad corridor as part of the Regional Parks and Open Space System with potential shared use with LRT. Ramsey County and the City of St. Paul are developing a trail master plan in coordination with County LRT planning efforts. Joint LRT/trail use along the Burlington Northern alignment can enhance the overall value of the corridor by furthering transportation and recreational goals.
6. Schedule for Upgrading of I-35E--The expansion of I-35E from six to eight lanes is included in the Minnesota Department of Transportation's Metro twenty-year plan but it is not a high priority project and funding is uncertain at this time. If funding should become available to reconstruct I-35E, if LRT continues to be a feasible alternative in the I-35E alignment, and if LRT has not yet been constructed along the Burlington Northern alignment, then consideration should be given to construction of LRT as part of the highway reconstruction project.

7. Mitigation of Impacts on Neighborhoods and/or Natural Resources--More detailed analysis of the potential for significant impacts on neighborhoods and natural resources will be required as part of the Environmental Impact Statement process. This process will require the identification of ways to mitigate any significant impacts.
8. Funding--At the present time, there is limited funding available for the planning and design of light rail transit. There is not adequate funding at this time for the construction of LRT in any corridor, including the Northeast Corridor. The availability or lack of funds will determine the schedule for implementation of light rail transit in this and other corridors.

CHAPTER 1--INTRODUCTION AND BACKGROUND

DESCRIPTION OF LIGHT RAIL TRANSIT

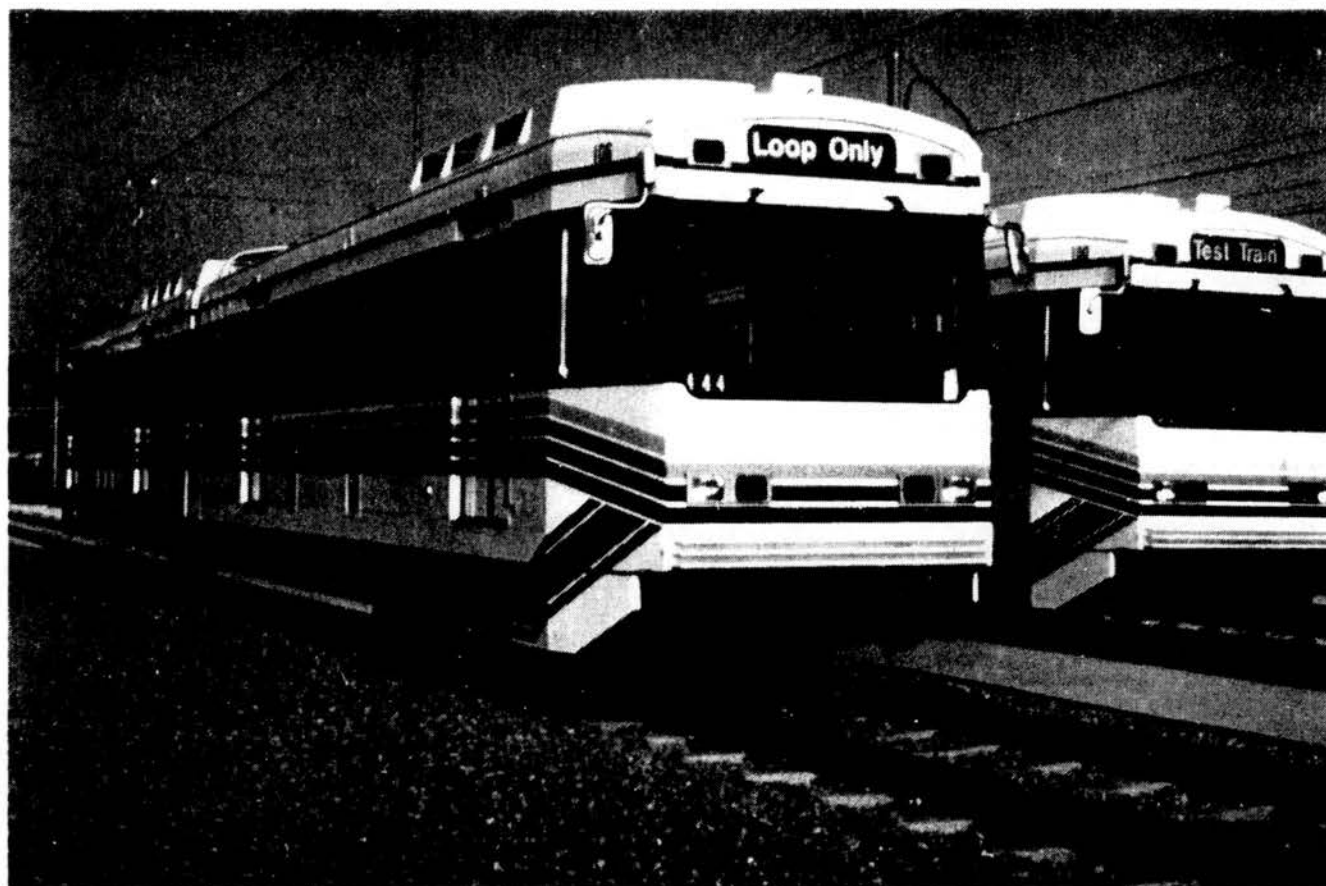
Light Rail Transit (LRT) is defined by the national Transportation Research Board as an urban electric railway system characterized by its ability to operate single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways, or occasionally, in reserved lanes on city streets (Figure 3). LRT operates at speeds that are competitive with the automobile. LRT is integrated with bus routes to form a comprehensive public transit system.

Passengers board and alight LRT trains at stations spaced an average of one-half to one and one-half miles apart. Most LRT passengers will reach stations using special feeder buses or automobiles; others will walk or bicycle. LRT train length and operating frequency can be varied to meet passenger demand.

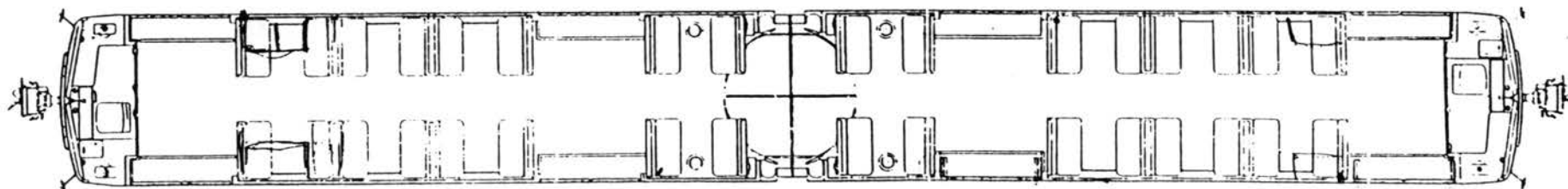
Light rail transit has emerged as the preferred transit solution in numerous cities. Expansion of traditional heavy rapid rail systems such as BART in San Francisco has been limited due to its much higher capital costs. LRT by contrast operates in 12 U.S. cities and is planned for nearly 20 more cities including the Twin Cities.

The potential benefits of LRT for the Twin Cities include:

- . Increases in overall transit ridership which will be achieved by offering a comfortable, reliable and fast ride free from traffic congestion.
- . Revitalization of the existing bus system through restructuring of transit service and improvements in transit service coverage and timeliness.
- . Reductions in peak hour traffic congestion by attracting people out of their automobiles.
- . A decrease in foreign oil dependency and improvements in air quality through reduced gasoline consumption.
- . A stronger transportation system that will enhance the economic competitiveness of the region by making it more attractive to new businesses and visitors.

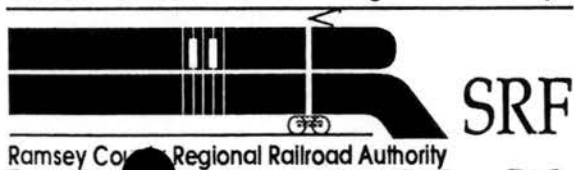


Source: Hennepin County Regional Railroad Authority



Northeast Corridor LRT Alignment Study

Figure 3



Typical Interior and Exterior View
of Light Rail Vehicle

RAMSEY COUNTY AND REGIONAL PLANS FOR LRT

The Ramsey County Regional Railroad Authority (RCRRA) has the authority to plan, design and construct LRT in Ramsey County. The RCRRA's goals for LRT are:

- . To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.
- . To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.
- . To enhance economic development in Ramsey County.
- . To decrease costs of transportation services in Ramsey County.
- . To respond to mobility needs in Ramsey County.
- . To reduce environmental impacts associated with the automobile in Ramsey County.
- . 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.

The Comprehensive LRT Plan for Ramsey County, adopted in 1989, recommends four corridors (Figure 4) where LRT should be constructed in the next twenty years (Phase I) and additional corridors where LRT potential should be monitored (Phase II). In Phase I, the Midway Corridor from Minneapolis to St. Paul is the highest priority corridor. The South Corridor is the second priority. The Northwest and Northeast Corridor are the third priority for construction.

The Regional Transit Board's Regional LRT Plan includes the four RCRRA corridors in its maximum 20-year plan (Figure 5). Staging for the maximum 10-year LRT regional plan prioritizes the RCRRA corridors in the same order as the RCRRA Comprehensive Plan.

THE NORTHEAST CORRIDOR

The RCRRA Northeast LRT Corridor study area extends generally from downtown St. Paul to the northern border of Ramsey County and from Rice Street to the eastern border of Ramsey County (Figure 6). The corridor would provide LRT service to all or portions of the communities of St. Paul, Maplewood, North St. Paul, Little Canada, White Bear Lake, Gem Lake, Vadnais Heights, White Bear Township and North Oaks.

Northeast Corridor LRT Alignment Study

During development of the RCRRA Comprehensive LRT Plan, several preliminary alignment alternatives for LRT operation in the Northeast Corridor were proposed for study. These alignments run from downtown St. Paul to White Bear Lake in the vicinity of the White Bear Lake City Hall.

In 1990, the RCRRA initiated the Northeast Corridor LRT Alignment Study to more fully evaluate these preliminary and other potential alignments. The purpose of the study was to develop the information needed to select a specific preferred alignment for LRT.

The objectives of the Northeast Corridor LRT Alignment Study were:

- . To identify and assess the suitability of various alternative locations for an LRT line within the Northeast Corridor which will accomplish the goals for LRT established by the RCRRA.
- . To select a preferred alignment for LRT.
- . To identify additional steps toward implementation of LRT in the Northeast Corridor.

The project included the development of alignment alternatives, the description of alignment characteristics, the evaluation of impacts, the identification of special issues, and selection of preferred alignment alternatives.

COMMUNITY PARTICIPATION

A community participation program was conducted to incorporate the views and concerns of people potentially affected by the project. The program has involved community officials and representatives, technical staff from numerous agencies, public meetings, newsletters and press releases. Figure 7 shows the components of the community participation program which are described below.

All committees met regularly during the project to review information and make recommendations.

Intergovernmental Committee

The Intergovernmental Committee consisted of elected and appointed officials from the 18 cities and one township in Ramsey County, adjacent counties, transportation agencies, business and civic groups and other interested groups. The role of the Intergovernmental Committee was to assist the RCRRA by reviewing information and making recommendations to the RCRRA regarding specific LRT policy issues. The members and recommendations of the Intergovernmental Committee are provided in the Appendix.



Technical Committee

The Technical Committee consisted of technical staff representatives of the agencies affected by the Northeast Corridor. The role of the Technical Committee was to assist the RCRRA by reviewing information and making recommendations regarding specific LRT technical issues. The members and recommendations of the Technical Committee are provided in the Appendix.

Northeast Corridor Task Force

The Northeast Corridor Task Force was a citizen group comprised of representatives of the communities, St. Paul District Councils and business organizations along the Northeast Corridor. The role of the Task Force was to identify neighborhood concerns associated with the Northeast Corridor, and to make recommendations to the RCRRA on issues that relate to the Northeast Corridor. The members and recommendations of the Northeast Corridor Task Force are provided in the Appendix.

Public Forum

A public forum was held in July, 1990 to provide general information about the study including potential alignments and to gather public comments. The comments received were considered in selecting alignments for further evaluation and in developing the study approach.

Presentations and Meetings

Meetings and presentations were conducted as requested with interested groups including Metropolitan Council, Regional Transit Board, Metropolitan Transit Commission, Minnesota Department of Transportation, Ramsey County Parks and Recreation, Minnesota Department of Natural Resources, the Burlington Northern Railroad, and staff from municipalities.

Newsletters

The RCRRA periodically publishes a newsletter. Several issues have contained information regarding the Northeast Corridor Alignment Study. The mailing list is approximately 1,000.

Public Hearing

A public hearing was held on May 23, 1991 to receive public comment on the draft report for the Northeast Corridor LRT Alignment Study.

CHAPTER 2--ALIGNMENT EVALUATION PROCESS

The process for identifying a preferred alignment for LRT in the Northeast Corridor followed two steps. In the first step, many potential alignment alternatives were identified. After reviewing basic information about each alternative, four primary alignments were selected for additional, more detailed study. In the second step, evaluation of the remaining alignments included patronage forecasts, cost estimates and analysis of potential impacts.

SELECTING THE ALIGNMENT ALTERNATIVES

Based on a review of previous studies and through the committee and community participation process, numerous possible LRT alignments were identified for the Northeast Corridor study area. Figures 8 and 9 show these alignment possibilities along streets and highways as well as railroads and trails.

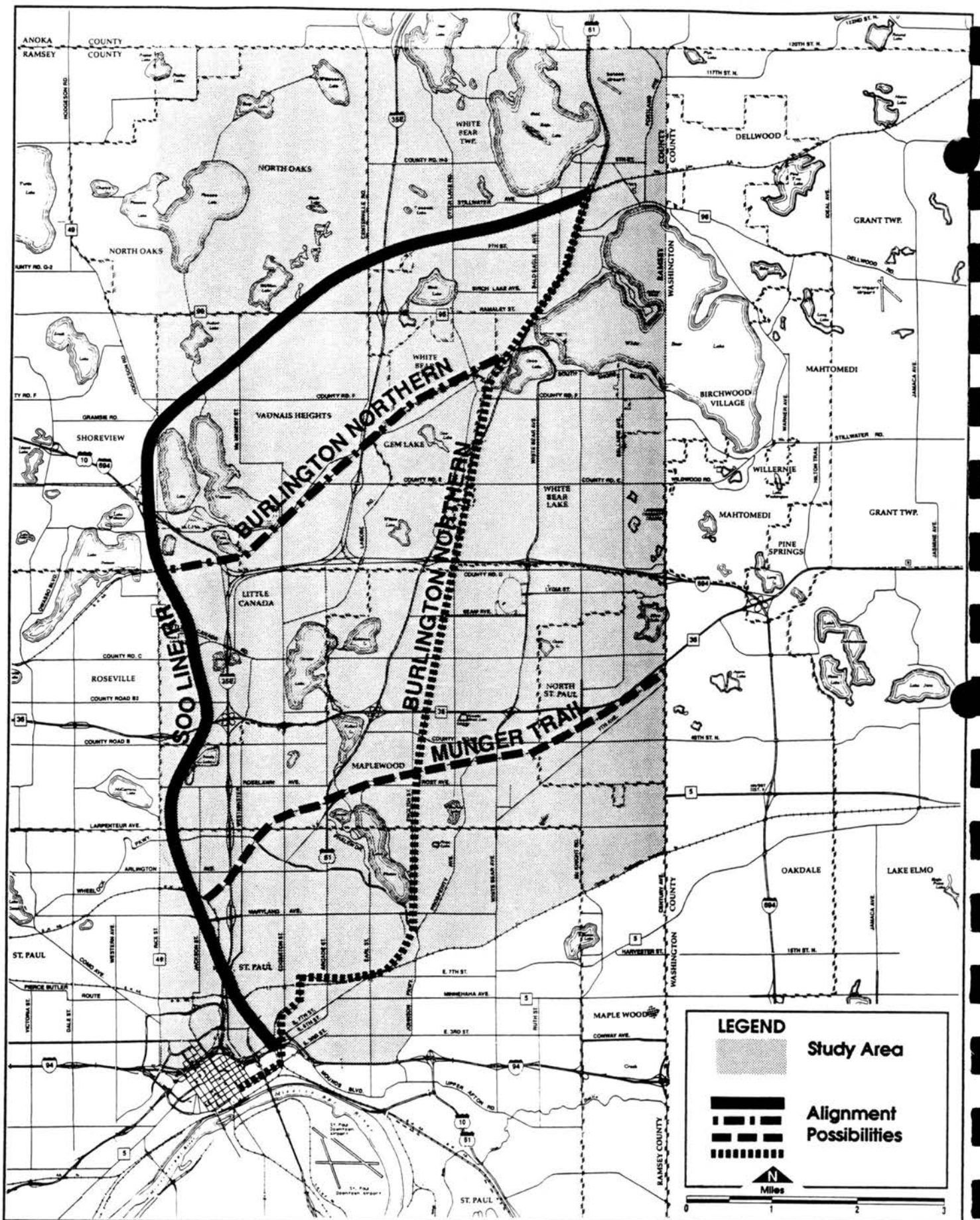
These alignments were screened against the following evaluation criteria. Each alternative to be studied further had to:

- . Serve most of the study area.
- . Serve major trip generators in the study area.
- . Minimize route circuitry and travel time.
- . Have the capability for high-speed transit service.
- . Have adequate right-of-way width.

Alignment alternatives or segments for possible LRT operations that were considered but not recommended for further study included:

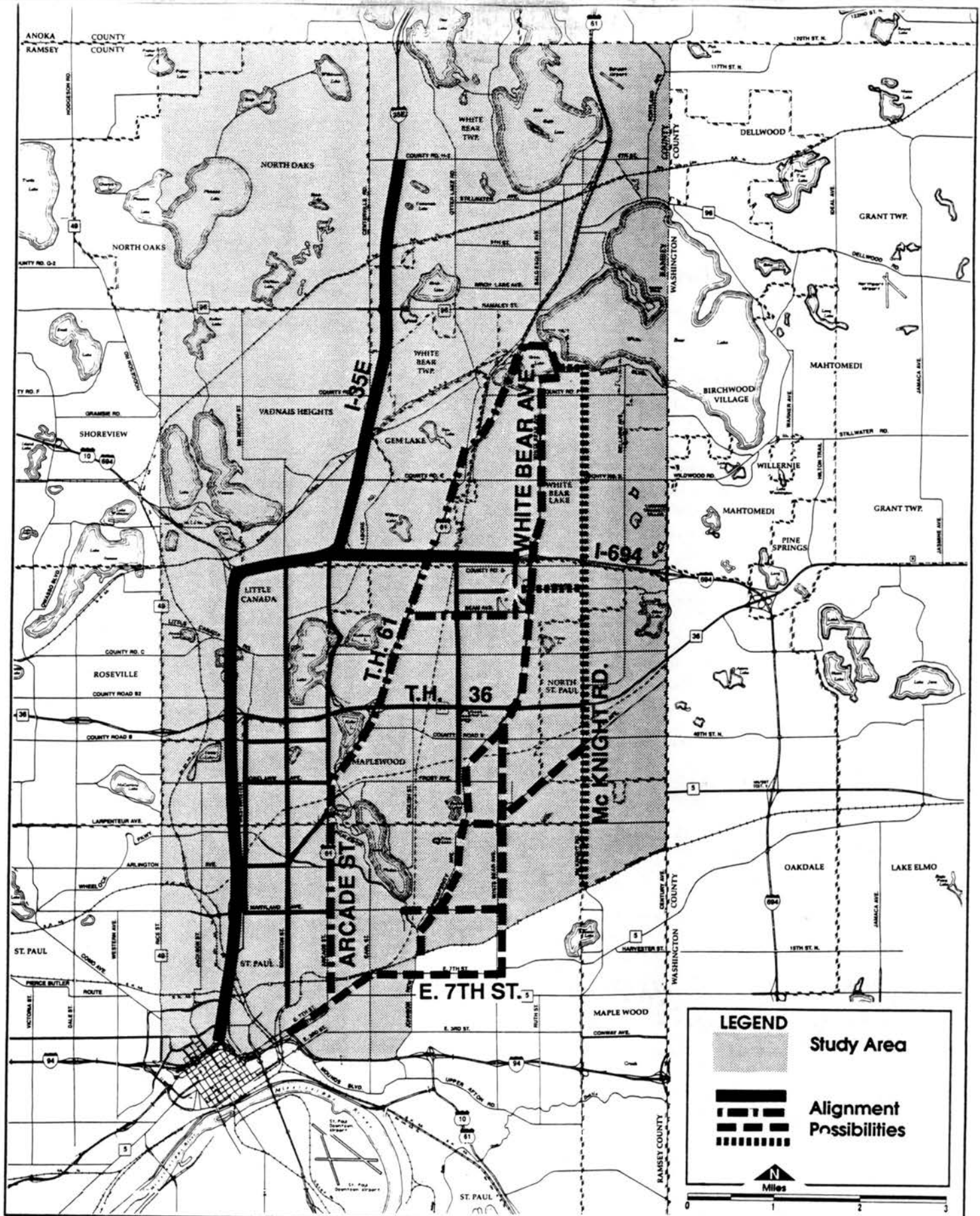
- . Soo Line Railroad and C&NW Railroad/McKnight Road--These alignments were not recommended for detailed study because they do not fully serve the corridor study area, they provide inadequate service to transit trip generators in the study area, and they have circuitous routing.
- . I-35E North of Highway 96--This alignment was not recommended for detailed study because it does not serve the major transit generators in the corridor.
- . The following alternative alignments were not recommended for detailed study because they have inadequate right-of-way:

Arcade Street between East Seventh and Wheelock Parkway
T.H. 61 between Wheelock Parkway and the Munger Trail
T.H. 61 through Goose Lake
East Seventh Street between downtown St. Paul and White Bear Avenue
White Bear Avenue between East Seventh and Goose Lake



Northeast Corridor LRT Alignment Study

Figure 8



Northeast Corridor LRT Alignment Study

Figure 9



SRF

Initial Alignment Possibilities
Along Streets and Highways

- . Maryland Avenue, Prosperity Avenue, Parkway Drive and other local streets were not recommended for detailed study because they have narrow rights-of-way and/or because multiple intersections and adjacent land uses would require very low speed operation.
- . T.H. 36 and I-694 segments were not recommended for detailed study because they require circuitous routing for full length north-south alignments and would require expensive construction.
- . The Mississippi/Westminster/Soo Line Railroad segments were not recommended for detailed study because they have right-of-way constraints and slow LRT speeds.

Four primary north/south alignments were selected from the remaining segments for full evaluation. These alignments showed potential for successful LRT operation because they would provide service to major trip generators (including downtown St. Paul and White Bear Lake), would provide transit access to a large population area, and would have the potential for higher-speed service. Figure 10 shows the selected study alignments that are described below.

I-35E/Burlington Northern Alignment

LRT would operate in the median of I-35E from north of I-94 in downtown St. Paul as far as the I-694 interchange, and then follow Burlington Northern Railroad right-of-way from I-694 to near the White Bear Lake City Hall.

Munger Trail/T.H. 61 Alignment

LRT would operate in the median of I-35E from downtown St. Paul to just south of Arlington Avenue, along the Willard Munger State Trail from I-35E to T.H. 61, along the west side of T.H. 61 from the Munger Trail to north of County Road E, and then follow Burlington Northern right-of-way to near the White Bear Lake City Hall.

Munger Trail/Burlington Northern Alignment

LRT would operate in the median of I-35E from downtown St. Paul to just south of Arlington Avenue, along the Willard Munger State Trail from I-35E to Burlington Northern right-of-way north of Frost Avenue, and then follow Burlington Northern right-of-way to near the White Bear Lake City Hall.

Burlington Northern Alignment

LRT would proceed from downtown St. Paul to Burlington Northern right-of-way at Seventh Street (Swede Hollow Park) and follow this right-of-way to near the White Bear Lake City Hall.

Northeast Corridor LRT Alignment Study

Figure 10

The specific connection of these alignments into downtown St. Paul was reserved for separate evaluation in the study. Important considerations for a downtown connection included engineering feasibility, directness of travel, traffic impacts, and coordination with other planned corridors.

EVALUATION CRITERIA

Based upon RCRRA goals for LRT along with committee and public input, criteria were selected for evaluating the alternative alignments. The evaluation criteria were designed to provide both quantitative and qualitative information about each alignment. The criteria used for more detailed evaluation were:

- . Projected daily LRT ridership
- . Estimated new transit riders (impact on congestion)
- . Travel time
- . Estimated capital cost
- . Estimated operating costs
- . Right-of-way acquisition required
- . Economic impacts
- . Traffic and parking impacts
- . Pedestrian, handicapped and trail user impacts (access, safety)
- . Neighborhood impacts (noise, visual)
- . Potential for other significant environmental impacts (wetlands)
- . Compatibility with existing plans (city, park, etc.)

CHAPTER 3--DESCRIPTION OF ALTERNATIVE ALIGNMENTS

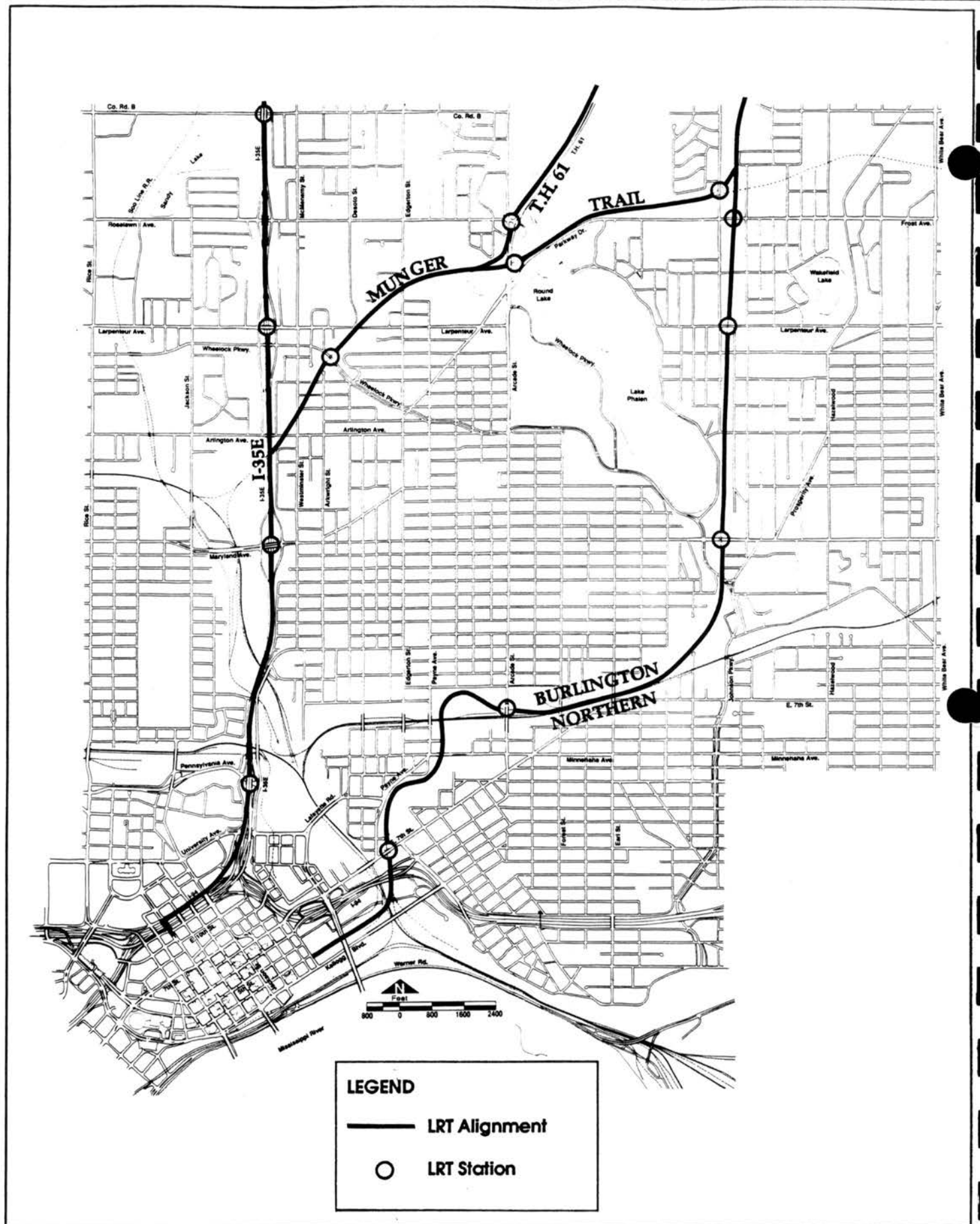
The alternative LRT alignments in the Northeast Corridor can be described in terms of the proposed location of tracks, operating speed, proposed station locations and other physical and operating characteristics. Each alignment would also have its own particular network of bus routes feeding patrons to LRT stations. The four alternative alignments are shown in Figures 11, 12 and 13.

DOWNTOWN CONNECTIONS

The Northeast Corridor will connect with other LRT corridors in downtown St. Paul. All LRT corridors will operate along the same streets within the core Central Business District (CBD). The current CBD alignment for LRT as proposed for the Midway Corridor follows Cedar Street and East Fourth Street (Figure 14). Stations are planned between 10th and 11th Streets on Cedar, between Fifth and Sixth Streets on Cedar, between Minnesota and Robert Streets on Fourth, and between Sibley and Wacouta Streets on Fourth.

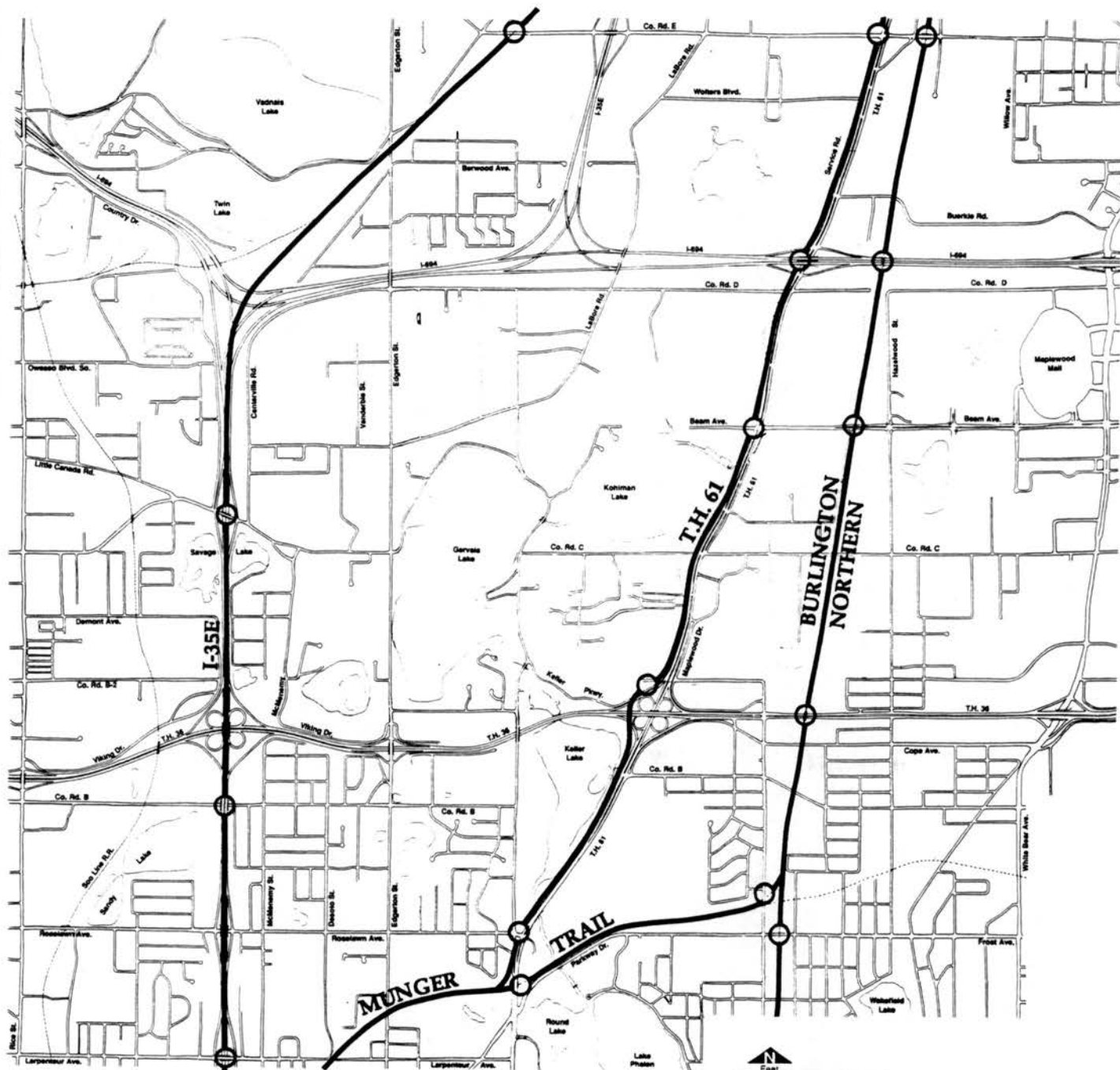
Some LRT corridors, including the Northeast Corridor, may be through routed (no transfer required) to provide direct service between corridors. Future operations planning will specify when and where such connections will take place. For the Northeast Corridor LRT Alignment Study, no through routing of the potential alignments is assumed. All trains were assumed to operate through the St. Paul CBD via Cedar and Fourth and then reverse direction.

The recommended entry to the CBD for alignments operating along I-35E is via 12th Street to Cedar Street. Other paths to downtown were examined including via the Soo Line Railroad and determined not feasible at this time. For the Burlington Northern alignment, the recommended connection is via Broadway to Fourth Street in the vicinity of the Gillette Company plant. Selection of a downtown connection for the Northeast Corridor will be coordinated with the continuing study of other LRT corridors (in particular, the St. Paul South Corridor) and highway improvement projects (such as the proposed East CBD Bypass). Local area businesses and the railroads are involved in the process of determining a preferred downtown alignment.



Northeast Corridor LRT Alignment Study

Figure 1



LEGEND

— LRT Alignment

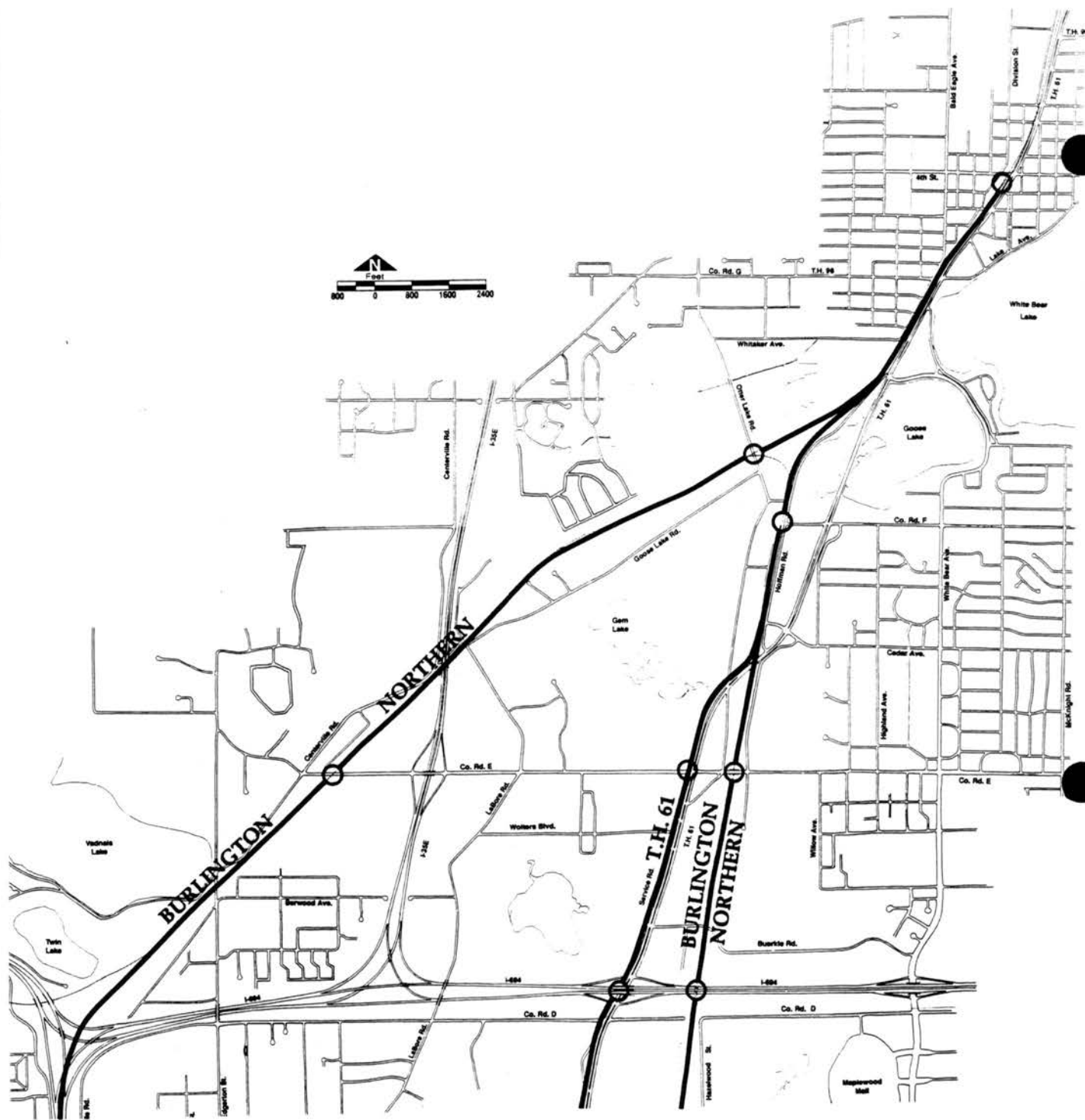
○ LRT Station

Northeast Corridor LRT Alignment Study

Figure 12



LRT Alignment Alternatives County Road B to County Road E

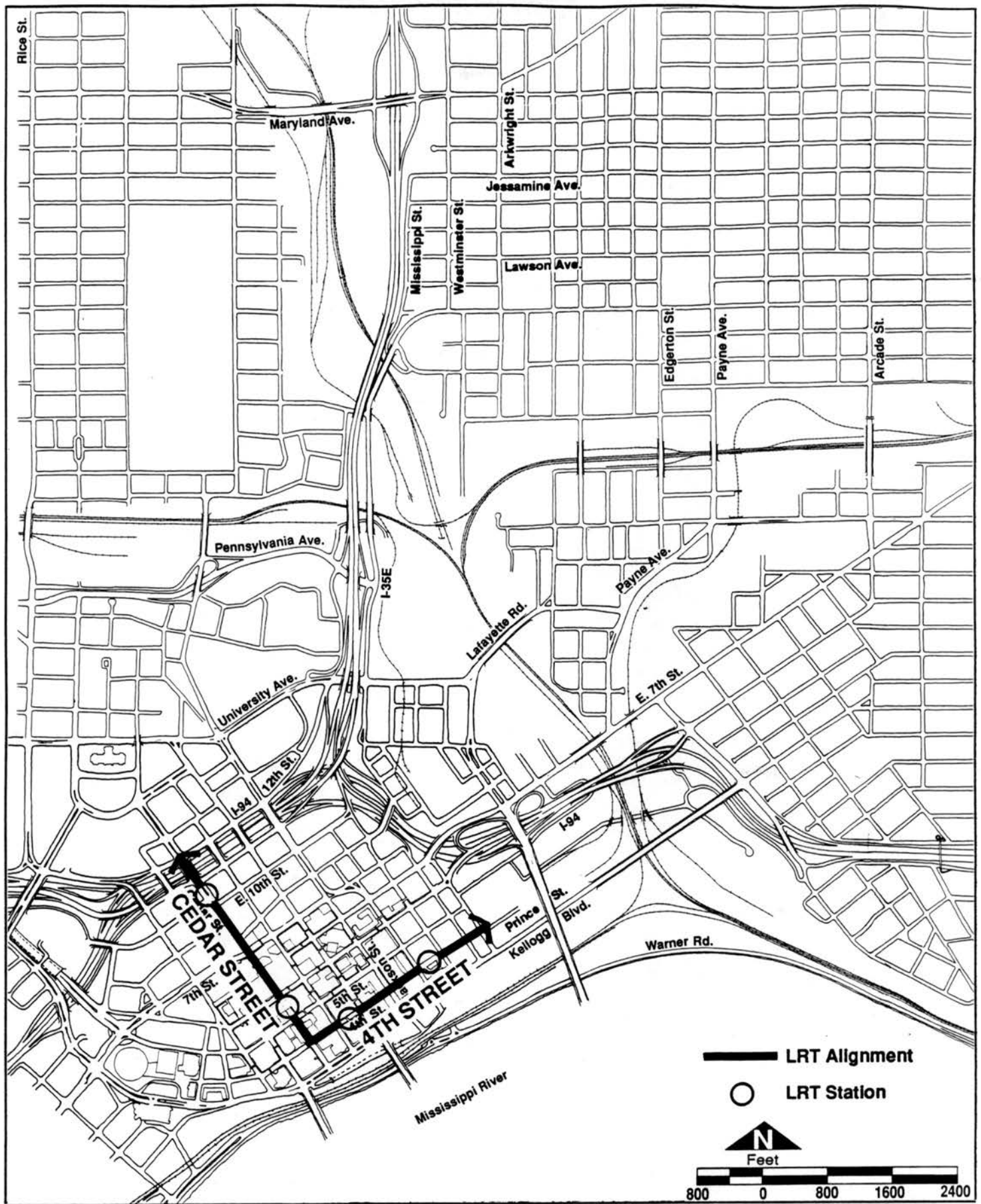


Northeast Corridor LRT Alignment Study



Figure

LRT Alignment Alternatives
County Road E to White Bear Lake



Northeast Corridor LRT Alignment Study

Figure 14



Proposed LRT Alignment
in Downtown St. Paul

LRT USE OF RAILROAD RIGHTS-OF-WAY

All four alignment alternatives include segments of railroad right-of-way owned by the Burlington Northern Railroad. Figure 15 identifies these segments. With respect to the level of existing freight service, the railroad segments include the following:

1. Vadnais Lake/Twin Lake to Goose Lake
(I-35E/Burlington Northern Alignment)

The Burlington Northern Railroad and Minnesota Commercial Railroad currently operate about four round trip freight trains per week on this 3.5 mile single track segment.

2. Goose Lake to T.H. 61/Fourth Street (White Bear Lake)
(All alignments)

The Burlington Northern Railroad and Minnesota Commercial Railroad currently operate about four round trip freight trains per week on this 1.5 mile single track segment.

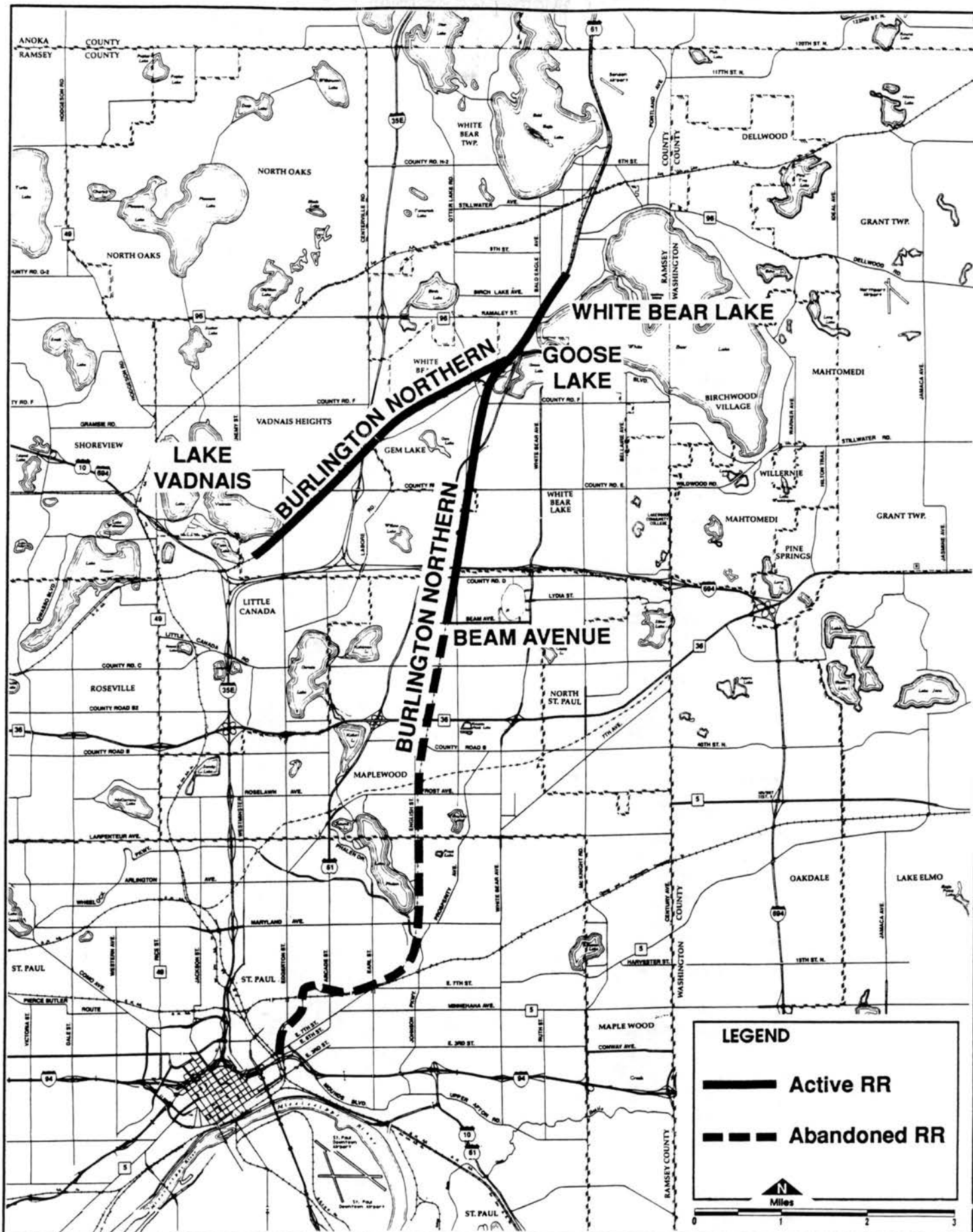
3. I-94 (St. Paul) to Beam Avenue (Maplewood)
Burlington Northern alignment; portion of Munger Trail/Burlington Northern alignment)

This six mile segment is abandoned with track removed.

4. Beam Avenue to Goose Lake
(Burlington Northern alignment; portion of Munger Trail/Burlington Northern alignment; portion of Munger Trail/T.H. 61 alignment)

No regular freight service operates on this three mile single track segment.

Shared use of railroad tracks by freight and LRT trains is generally not recommended for safety reasons. However, it is possible to use the right-of-way for both freight and light rail transit on separate tracks. The acquisition of any of the Burlington Northern Railroad right-of-way for exclusive LRT use would have minimal or no impact on freight service. Ramsey County is negotiating the purchase of the abandoned Burlington Northern segment for potential recreational and/or LRT use.



Northeast Corridor LRT Alignment Study

Figure 15

LRT ON I-35E

LRT would operate in the freeway median for alignments following I-35E. The existing I-35E six-lane freeway from I-94 to I-694 has a variable median width that is not adequate for LRT. A 47-foot median is needed to accommodate double-track LRT and station platforms. Adequate median width for LRT construction could only be accomplished through full highway reconstruction and moving the existing lanes outward. This would require widening all bridges as well as interchange modifications.

The expansion of I-35E from six to eight lanes is included in the Minnesota Department of Transportation (Mn/DOT) Metro 20-Year Plan, but it is not a high priority project. The proposed project would include consideration of IRT or high occupancy vehicle lanes along I-35E. The need for additional lane capacity or major pavement maintenance may warrant highway reconstruction in which case I-35E could be designed with a wider median for LRT.

I-35E/BURLINGTON NORTHERN ALIGNMENT

A description of how LRT would be constructed and would operate along this alignment is summarized as follows:

Alignment Length (a):	11.6 Miles
Stations (a):	10
Travel Time (a):	23 Minutes
At-Grade Crossings (b):	Signalized - 5
	Other - 5

- (a) From Cedar/Fifth-Sixth Streets in St. Paul to T.H. 61/Fourth Street in White Bear Lake.
- (b) From Cedar/12th Street in St. Paul to T.H. 61/Fourth Street in White Bear Lake.

Alignment Description

Proceeding from downtown St. Paul toward White Bear Lake, the LRT alignment would turn right from Cedar Street and continue along 12th Street until Jackson Street. The segment of 12th Street from Cedar to Jackson includes a parking lane and three lanes of traffic. Traffic operates one-way to the west. The proposed LRT alignment would be two-way and would be located on the north side of 12th Street.

The provision of LRT on 12th Street would require the removal of parking and one lane of traffic (Figure 16). To preserve the sidewalk and two traffic lanes, 12th Street would need to be widened on the southerly side (I-94 north embankment). This may require additional fill and/or retaining walls on the embankment. Some shortening of cross-freeway bridges may be necessary. Turns onto the cross-street bridges are currently difficult for trucks and buses; this issue would need to be addressed in future design work.

LRT would continue eastward on 12th Street beyond Jackson to a point across from the I-94 off-ramp and in front of the St. Paul Ramsey Medical Center. At this location, LRT would rise on a bridge curving over 12th Street and the I-35E southbound lanes before entering the median of I-35E immediately north of University Avenue.

From University Avenue, the alignment would proceed due north in the median of I-35E. In conjunction with a reconstructed freeway expanded to eight lanes, the median would be widened for LRT along with bridge widening/lengthening. A 47-foot median would allow for double-track LRT and 24 foot wide center boarding platforms at station locations (Figure 17).

LRT would follow I-35E for approximately five miles to the I-694 interchange. At this point the alignment would utilize a bridge to pass over all interchange ramps and I-694 before entering the Burlington Northern right-of-way on the southeastern edge of Grass-Vadnais Regional Park (Lake Vadnais).

From Lake Vadnais to Goose Lake (a distance of 3.5 miles) LRT would operate in the center of the Burlington Northern railroad right-of-way (assuming the right-of-way were acquired) where the rail bed is generally at-grade (Figure 18). The bridge over Edgerton Street would require widening for double-tracks.

At a point across from Goose Lake, the Burlington Northern track currently merges with the north/south Burlington Northern track from Maplewood. The LRT alignment would run through this junction and continue for 1.5 miles to the terminus point in the vicinity of the White Bear Lake City Hall and the old railroad station (between Second Street and Fourth Street). In this segment LRT would operate 10 to 15 feet west of, and parallel to, T.H. 61 (Figure 19).

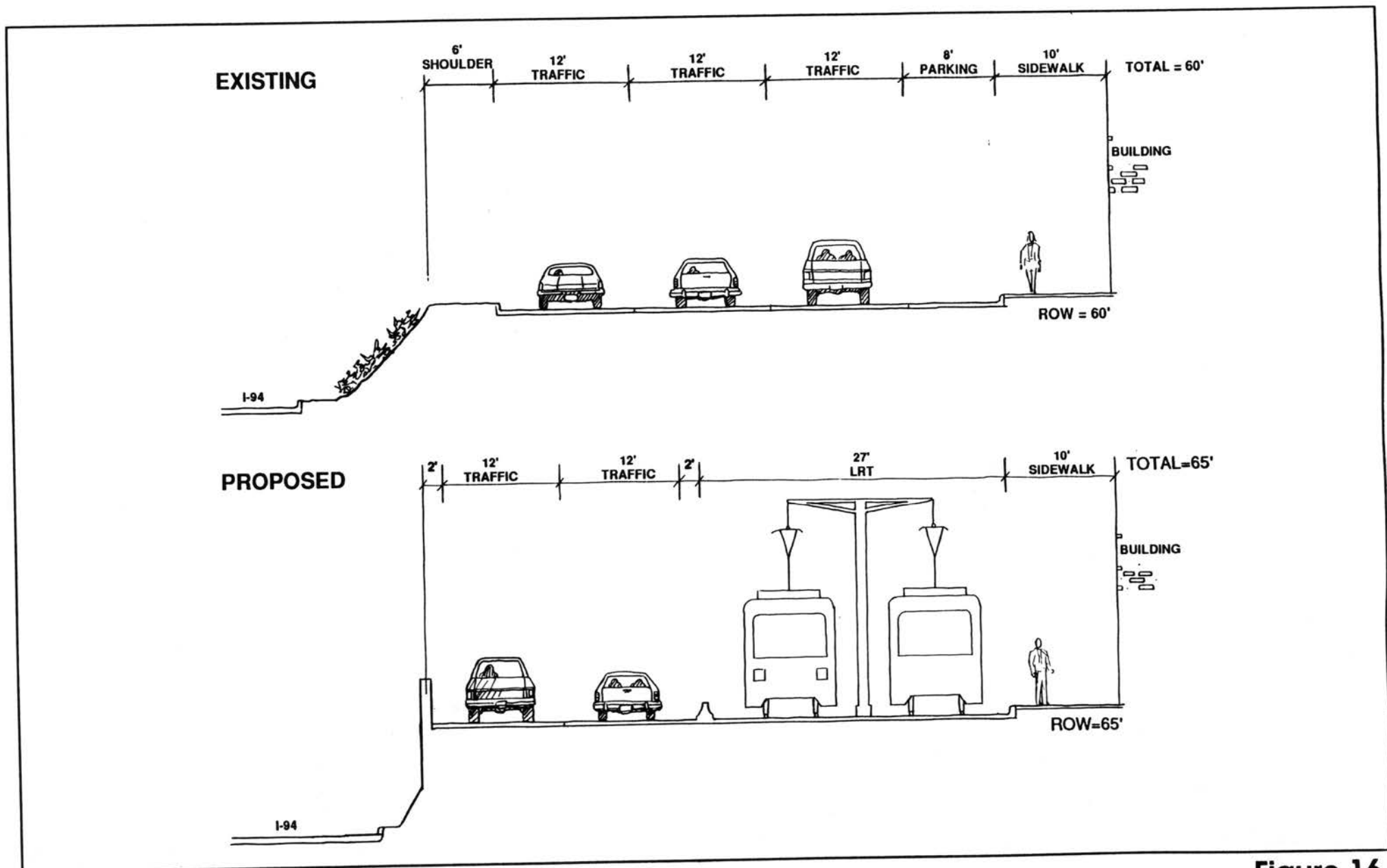
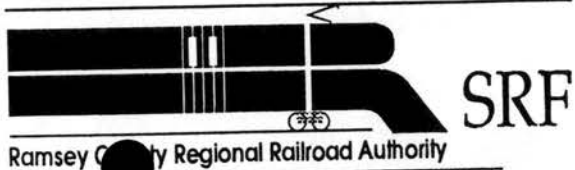


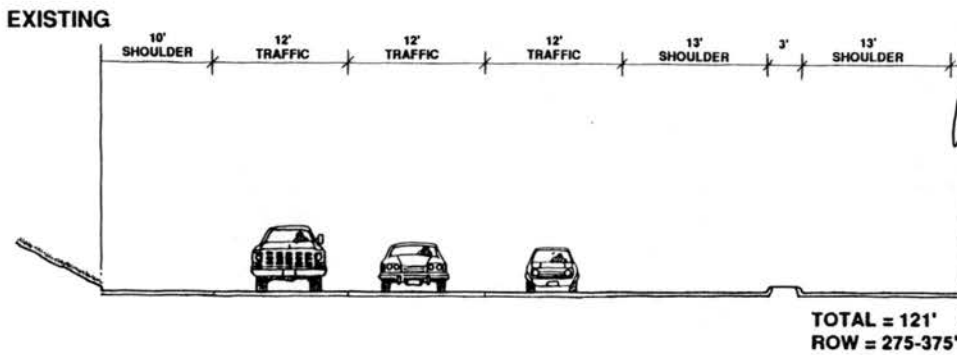
Figure 16

Northeast Corridor LRT Alignment Study

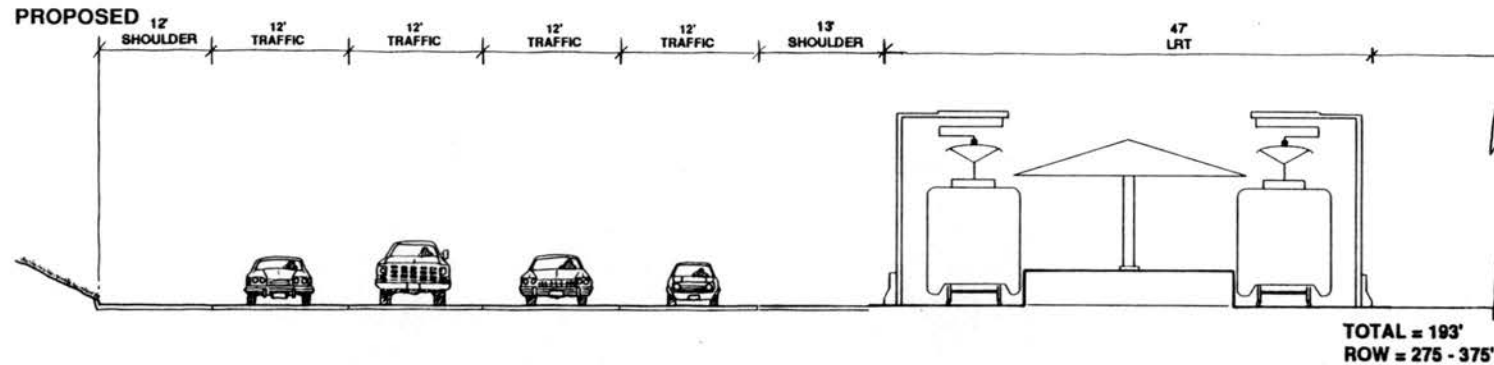


**12th Street
TYPICAL SECTION**

EXISTING



PROPOSED



Northeast Corridor LRT Alignment Study

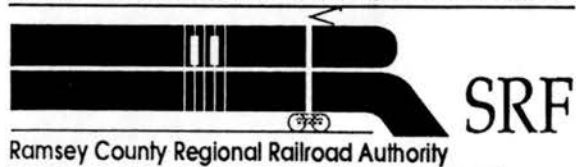
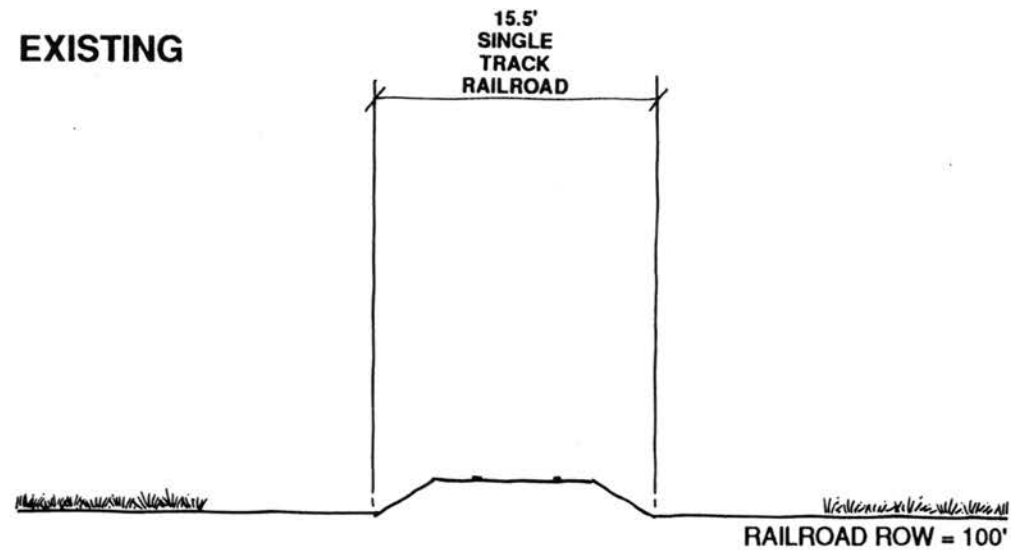


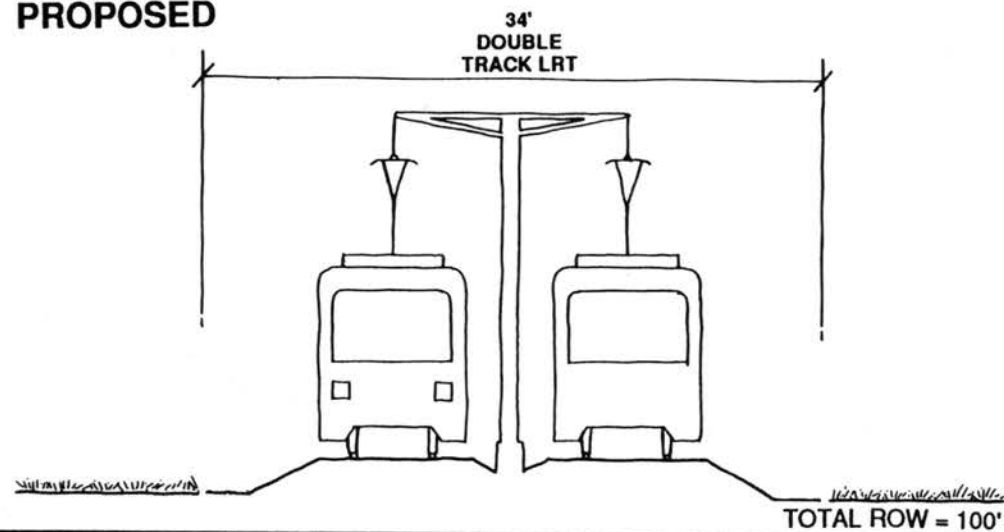
Figure 17

I-35E
TYPICAL SECTION

EXISTING



PROPOSED



Northeast Corridor LRT Alignment Study



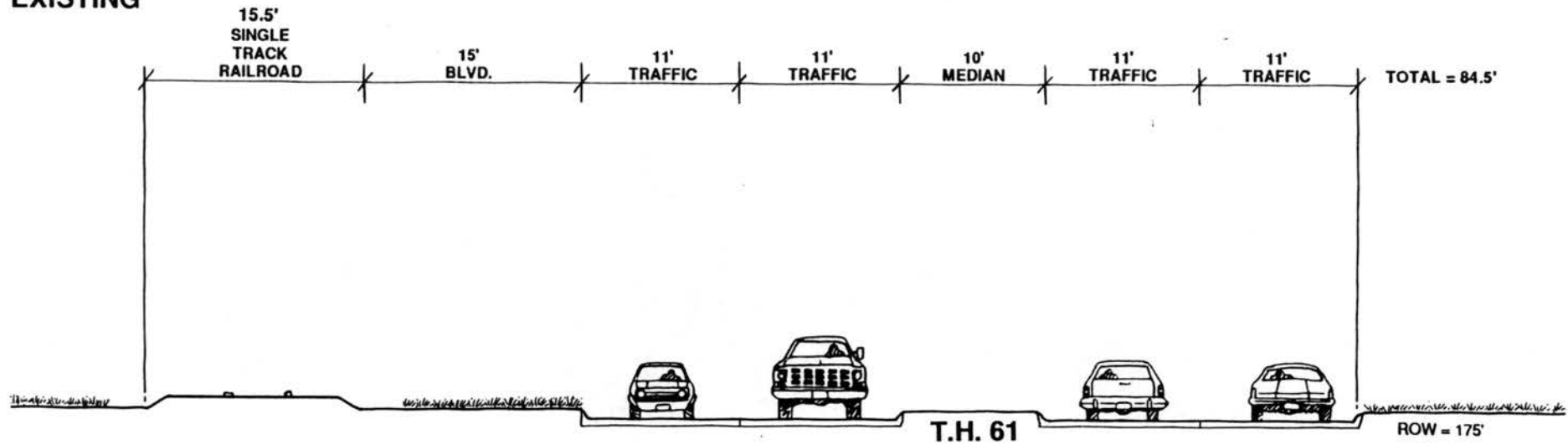
Ramsey County Regional Railroad Authority

SRF

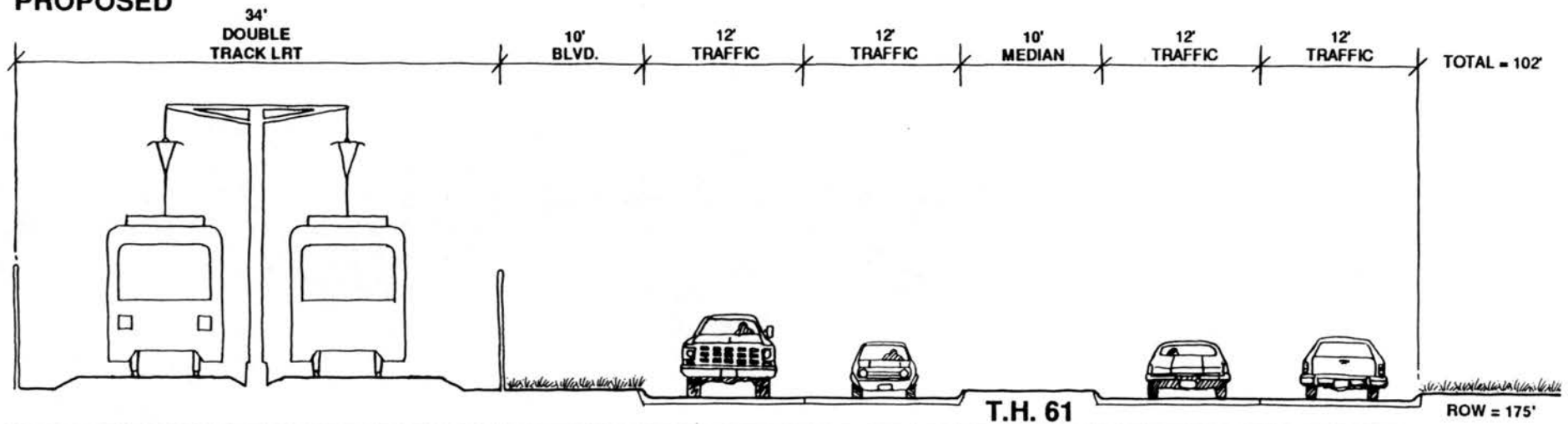
Figure 18

Lake Vadnais to Goose Lake
TYPICAL SECTION

EXISTING



PROPOSED



Northeast Corridor LRT Alignment Study

Figure 19

Stations

Approximate station locations are recommended on the basis of station spacing guidelines, connections to feeder bus routes, proximity to major roadways, and service to local development. Drop-off parking and feeder bus connections would be provided at all stations. Stations outside the City of St. Paul would also have park-and-ride lots.

Ten LRT stations are recommended on the I-35E/ Burlington Northern alignment from the Cedar/Fifth-Sixth Street station in downtown St. Paul to the terminus station in White Bear Lake as listed in Table 2.

Travel Time

Total estimated time for an LRT train to travel from Cedar/Fifth-Sixth Streets in downtown St. Paul to T.H. 61/Fourth Street in White Bear Lake is 23 minutes. This travel time includes stops at all stations. LRT operating speeds on the alignment will vary from 10 to 15 mph in downtown St. Paul to 55 mph along I-35E and the Burlington Northern segment from I-35E to Goose Lake.

At-Grade Crossings

At-grade crossings are locations where LRT would run across a roadway using tracks embedded in and level with the street. These train crossings would be protected and controlled using traffic signals if LRT is passing through a signalized intersection and with railroad-style flashing lights, bell and crossing gates at non-signalized locations. Signalized and non-signalized at-grade crossings on the I-35E/Burlington Northern alignment are listed in Table 2.

MUNGER TRAIL/T.H. 61 ALIGNMENT

A description of how LRT would be constructed and operate along this alignment is summarized as follows:

Alignment Length (a):	11.1 Miles
Stations (a):	12
Travel Time (a):	26 Minutes
At-Grade Crossings (b):	Signalized - 12
	Other - 21

- (a) From Cedar/Fifth-Sixth Streets in St. Paul to T.H. 61/Fourth Street in White Bear Lake.
- (b) From Cedar/12th Street in St. Paul to T.H. 61/Fourth Street in White Bear Lake.

**TABLE 2 – I-35E/BURLINGTON NORTHERN ALIGNMENT
STATIONS/AT-GRADE CROSSINGS**

STATION LOCATIONS	SIGNALIZED	AT-GRADE CROSSINGS (a) OTHER
1. Cedar/Fifth -Sixth	1. 12th/Cedar	1. Burlington Northern/Labore
2. Cedar/Tenth-Eleventh	2. 12th/Minnesota	2. Burlington Northern/C.R. E
3. I-35E/Pennsylvania	3. 12th/Robert	3. Burlington Northern/Otter Lake Road
4. I-35E/Maryland	4. 12th/Jackson	4. Burlington Northern/DPW Entrance
5. I-35E/Larpenteur	5. T.H. 61/Ramaley	5. Burlington Northern/2nd Street
6. I-35E/County Road B		
7. I-35E/Little Canada Road		
8. Burlington Northern/ County Road E		
9. Burlington Northern/ Otter Lake Road		
10. Burlington Northern/ White Bear Lake		
(a) Does not include crossings in core of downtown St. Paul.		

Alignment Description

LRT would operate from Cedar via 12th Street to I-35E in the same manner as the I-35E/Burlington Northern alignment. LRT would continue 1.75 miles on I-35E to a point north of Maryland. Here LRT would rise on a bridge out of the freeway median, cross over the I-35E northbound lanes to the east bluff of the freeway and enter the Willard Munger Trail right-of-way at Arlington Street.

The Willard Munger Trail is a state trail for hiking and non-motorized riding. The 10 foot wide trail is located on former Soo Line Railroad right-of-way on the original railbed which is graded for double tracks. The 1.5 mile trail segment from Arlington Street to T.H. 61 was paved in 1990.

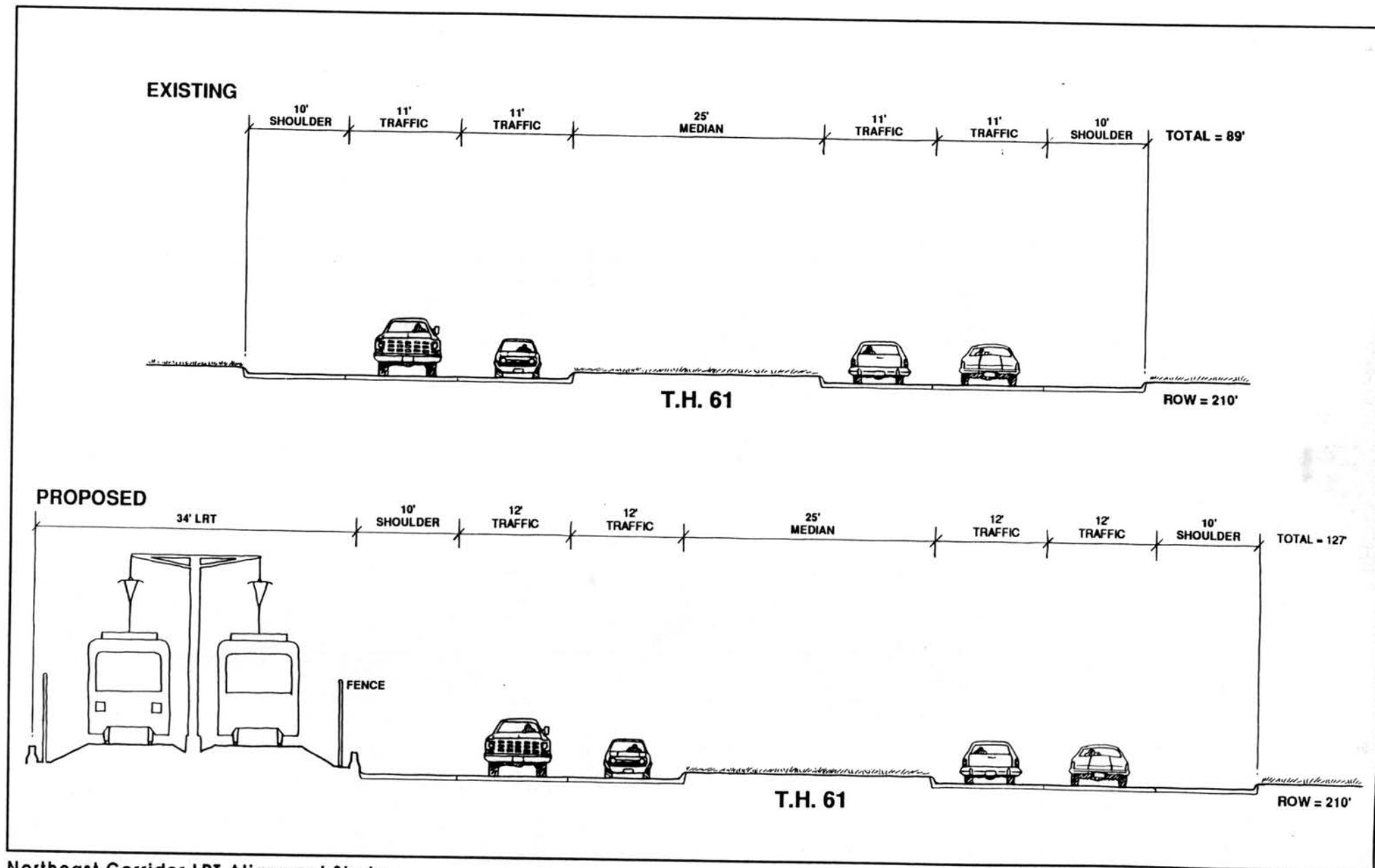
The trail elevation changes frequently from level with the adjacent land to 30 to 40 feet higher or lower. To construct double-track LRT on the original railbed, a minimal amount of additional fill/retaining walls would be needed. To construct both a trail and LRT could require substantial filling or retaining walls on the higher and lower sections. In addition, most existing bridges along the trail would require widening for LRT; a trail plus LRT would require even wider bridges. Since this alignment is part of a designated state trail system and is currently used as a trail, it was assumed that LRT and a trail would share the right-of-way in this segment.

At T.H. 61, LRT would rise out of the Munger Trail on a bridge up to the west side of T.H. 61. LRT would run 4.5 miles along the west side of T.H. 61 to north of County Road E. LRT would be constructed at the same grade and generally adjacent to the highway (Figure 20). A new bridge would need to be constructed for LRT at the Keller Lake outlet along with a bridge over T.H. 36. Some frontage roads and driveways along T.H. 61 could be affected due to required changes in access.

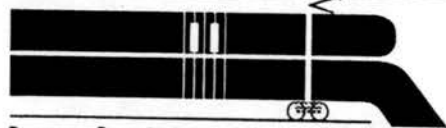
At T.H. 61 and Scheuneman Road in Gem Lake, LRT would curve away from T.H. 61 and down to the Burlington Northern right-of-way. LRT would continue 1.25 miles along the at-grade Burlington Northern right-of-way to Goose Lake and then proceed 1.5 miles on the west side of T.H. 61 to White Bear Lake in the same manner as the I-35E/Burlington Northern alignment.

Stations

Twelve LRT stations are recommended on the Munger Trail/ T.H. 61 alignment. Station locations are listed in Table 3.



Northeast Corridor LRT Alignment Study



Ramsey County Regional Railroad Authority

Figure 20

T.H. 61 – Beam to C.R. D
TYPICAL SECTION

**TABLE 3 – MUNGER TRAIL/T.H. 61 ALIGNMENT
STATIONS/AT-GRADE CROSSINGS**

STATION LOCATIONS	AT-GRADE CROSSINGS (a)	
	SIGNALIZED	OTHER
1. Cedar/Fifth -Sixth	1. 12th/Cedar	1. Munger/Arlington
2. Cedar/Tenth-Eleventh	2. 12th/Minnesota	2. Munger/Edgerton
3. I-35E/Pennsylvania	3. 12th/Robert	3 - 5. Keller Lake Parking Lot
4. I-35E/Maryland	4. 12th/Jackson	6. Trailer Court North of T.H. 36
5. Munger/Wheelock	5. T.H. 61/Roselawn	7 - 9. Driveways between Beam and C.R. D
6. T.H. 61/Roselawn	6. T.H. 61/C.R. B	10. C.R. D
7. T.H. 61/T.H. 36	7. T.H. 61/C.R. C	11. On-ramps at I-694
8. T.H. 61/Beam	8. T.H. 61/Beam	12-14. Service roads between Buerkle and C.R. E
9. T.H. 61/I-694	9. T.H. 61/I-694 Off-ramp	15-16. Driveways between C.R. E and Scheuneman Road
10. T.H. 61/County Road E	10. T.H. 61/Buerkle	17. T.H. 61/Scheuneman Road
11. Burlington Northern/ County Road F	11. T.H. 61/C.R. E	18. Burlington Northern/ Scheuneman Road
12. Burlington Northern/ White Bear Lake	12. T.H. 61/Ramaley	19. Burlington Northern/Lumber Yard
		20. Burlington Northern/DPW Entrance
		21. Burlington Northern/2nd Street
(a) Does not include crossings in core of downtown St. Paul.		

Travel Time

Total estimated travel time from the end of the alignment in White Bear Lake to downtown St. Paul is 26 minutes. LRT operating speeds will vary from 30 to 35 mph along the Munger Trail to 40 to 45 mph along T.H. 61.

At-Grade Crossings

A total of 33 at-grade crossings would occur on the alignment including 12 at signalized intersections and 21 at other locations as listed in Table 3.

MUNGER TRAIL/BURLINGTON NORTHERN ALIGNMENT

A description of how LRT would be constructed and operate along this alignment is summarized as follows:

Alignment Length (a):	11.4 Miles
Stations (a):	13
Travel Time (a):	26 Minutes
At-Grade Crossings (b):	Signalized - 5
	Other - 10

(a) From Cedar/Fifth-Sixth Streets in St. Paul to T.H. 61/Fourth Street in White Bear Lake.

(b) From Cedar/12th Street in St. Paul to T.H. 61/Fourth Street in White Bear Lake.

Alignment Description

This alignment would operate via I-35E and the Willard Munger Trail from downtown St. Paul in a similar manner to the Munger Trail/T.H. 61 alternative. Instead of proceeding north on T.H. 61, the alignment would continue another mile along the Munger Trail to the abandoned Burlington Northern right-of-way. Some of the raised trail sections in this segment are 20 to 25 high above surrounding land. Joint trail/ LRT use here could require a substantial amount of fill with retaining walls.

Connecting at-grade to the Burlington Northern east of English Street, LRT would proceed north on the Burlington Northern right-of-way for approximately four miles. Bridge reconstruction or replacement would be required at Beam, County Road D, and I-694. After passing under T.H. 61, LRT would continue 2.75 miles to White Bear Lake using the same alignment as the Munger Trail/T.H. 61 LRT alternative.

Stations

Thirteen stations are recommended on this alignment. Station locations are listed in Table 4.

Travel Time

Total estimated travel time from White Bear Lake to downtown St. Paul via the Munger Trail/T.H. 61 alignment is 26 minutes. LRT operating speeds will vary from 30 to 35 mph along the Munger Trail to 55 mph along the Burlington Northern right-of-way.

At-Grade Crossings

This alignment would have fifteen at-grade crossings including five at signalized intersections and ten at other locations as listed in Table 4.

BURLINGTON NORTHERN ALIGNMENT

A description of how LRT would be constructed and operate is summarized as follows:

Alignment Length (a):	11.4 Miles
Stations (a):	14
Travel Time (a):	26 Minutes
At-Grade Crossings (b):	Signalized - 2
	Other - 11

- (a) From Cedar/Fifth-Sixth Streets in St. Paul to T.H. 61/Fourth Street in White Bear Lake.
- (b) From Cedar/12th Street in St. Paul to T.H. 61/Fourth Street in White Bear Lake.

Alignment Description

The LRT alignment would proceed east at-grade from Fourth Street in downtown St. Paul across Broadway and onto Prince Street south of the Gillette Company plant. Selection of a preferred connection to downtown has been coordinated with the study of the St. Paul South LRT Corridor.

The alignment would continue beyond the terminus of Prince Street under Lafayette Freeway. LRT would rise on a bridge east of Lafayette. The bridge would carry LRT up and over the proposed East CBD Bypass and existing freight rail lines. LRT would then need to penetrate the fill in the abandoned Burlington Northern right-of-way placed with reconstruction of I-94. The LRT alignment would then pass under the existing Seventh Street bridge.

**TABLE 4 – MUNGER TRAIL/BURLINGTON NORTHERN ALIGNMENT
STATIONS/AT-GRADE CROSSINGS**

STATION LOCATIONS	AT-GRADE CROSSINGS (a)	
	SIGNALIZED	OTHER
1. Cedar/Fifth -Sixth	1. 12th/Cedar	1. Munger/Arlington
2. Cedar/Tenth-Eleventh	2. 12th/Minnesota	2. Munger/Edgerton
3. I-35E/Pennsylvania	3. 12th/Robert	3. Munger/English
4. I-35E/Maryland	4. 12th/Jackson	4. Burlington Northern/C.R. B
5. Munger/Wheelock	5. T.H. 61/Ramaley	5. Burlington Northern/Cope
6. Munger/T.H. 61		6. Burlington Northern/Buerkle
7. Munger/ Burlington Northern		7. Burlington Northern/Scheuneman
8. Burlington Northern/ T.H. 36		8. Burlington Northern/Lumberyard
9. Burlington Northern/Beam		9. Burlington Northern/DPW Entrance
10. Burlington Northern/I-694		10. Burlington Northern/2nd Street
11. Burlington Northern/ County Road E		
12. Burlington Northern/ County Road F		
13. Burlington Northern/ White Bear Lake		
(a) Does not include crossings in core of downtown St. Paul.		

The former railbed of the Burlington Northern right-of-way is graded for double track. The construction of LRT on raised sections or in cut sections would require a minimal amount of fill or retaining walls. To construct both LRT and a recreational trail could require substantial filling or retaining walls on the higher and lower sections. In addition, bridges would require further widening to accommodate both double-track LRT and a trail.

From Seventh Street, the alignment would follow the existing graded shelf section on the west side of Swede Hollow Park (see Figure 21). From Minnehaha the alignment would run in a cut section alongside Stroh's Brewery. The alignment would pass under the Chicago and NorthWestern (C&NW) Railroad mainlines and curves up and behind the brewery's grain silos turning to the east.

The LRT alignment would proceed easterly under Arcade Street and run parallel and at-grade with the C&NW mainlines to beyond Earl Street. At Duluth Street extended, the alignment would curve to the north and rise on fill 10 to 15 feet in height crossing over Johnson Parkway.

The alignment would continue due north on raised fill along the eastern edge of Phalen Keller Regional Park, returning to grade near Hoyt Avenue extended and continuing at-grade to north of Frost. Bridges that may need to be modified or replaced in the four mile segment from Seventh Street to Frost Avenue include those at Seventh Street, Johnson Parkway, Maryland Avenue and Arlington Avenue.

From north of Frost Avenue, the Burlington Northern LRT alignment alternative would continue the seven miles to White Bear Lake in the same manner as the Munger Trail/Burlington Northern alignment described previously.

Stations

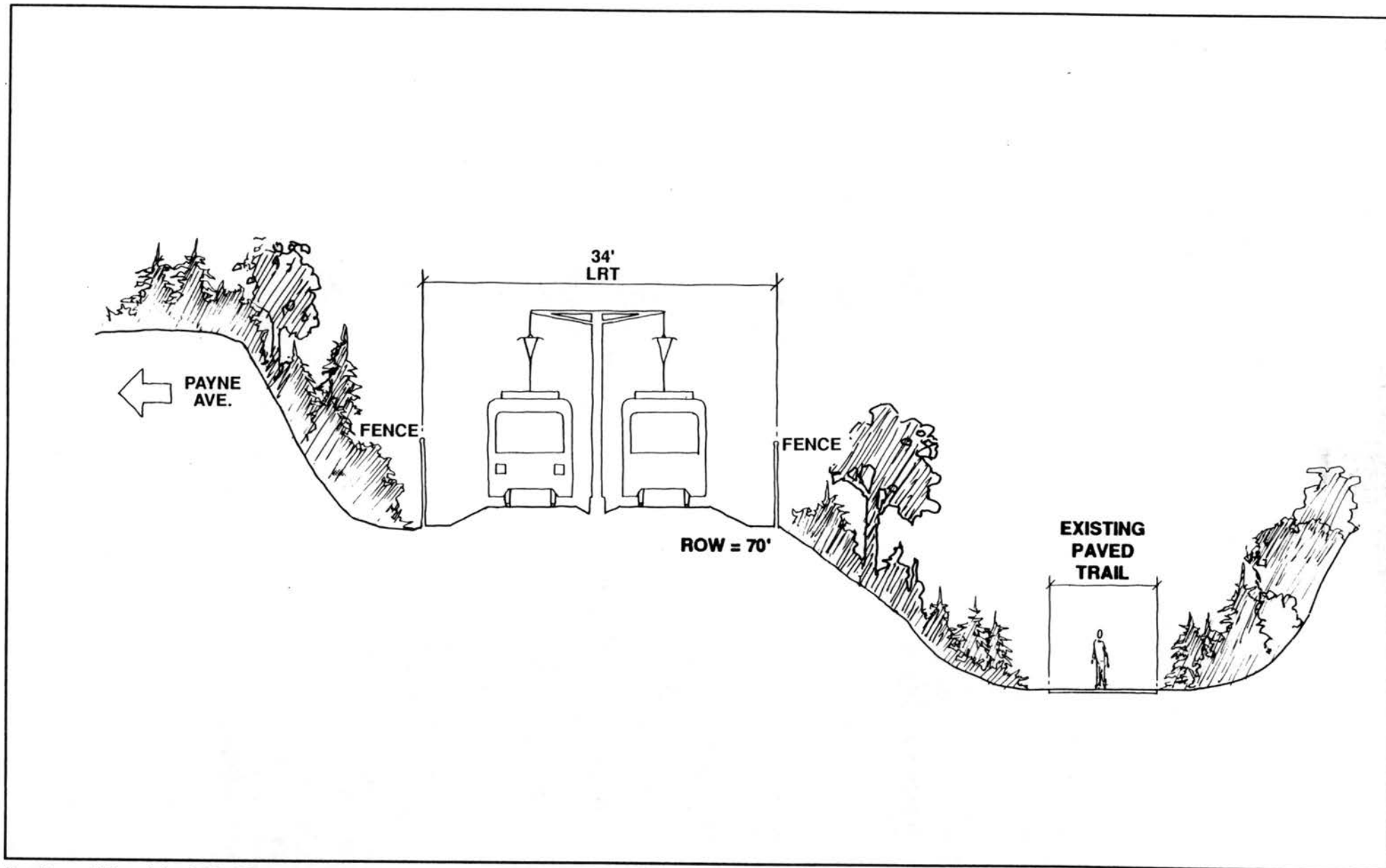
Fourteen stations are recommended on this alignment. Station locations are listed in Table 5.

Travel Time

Total estimated travel time via the Burlington Northern alignment from White Bear Lake to downtown St. Paul is 26 minutes. LRT operating speeds will vary from 35 mph in Swede Hollow Park and along Phalen Park to 55 mph in the Beam Avenue area.

At-Grade Crossings

The Burlington Northern LRT alignment would have thirteen at-grade crossings including two at signalized intersections and eleven at other locations as listed in Table 5.



Northeast Corridor LRT Alignment Study

Figure 21

**Swede Hollow Park
TYPICAL SECTION**

**TABLE 5 – BURLINGTON NORTHERN ALIGNMENT
STATIONS/AT-GRADE CROSSINGS**

STATION LOCATIONS	AT-GRADE CROSSINGS (a)	
	SIGNALIZED	OTHER
1. Cedar/Fifth -Sixth	1. 4th/Broadway	1. Burlington Northern/Idaho
2. Fourth/Minnesota-Robert	2. T.H. 61/Ramaley	2. Burlington Northern/Larpenteur
3. Fourth/Sibley-Wacouta		3. Burlington Northern/Ripley
4. Burlington Northern/ Seventh		4. Burlington Northern/Frost
5. Burlington Northern/ Arcade		5. Burlington Northern/C.R. B
6. Burlington Northern/ Maryland		6. Burlington Northern/Cope
7. Burlington Northern/ Larpenteur		7. Burlington Northern/Buerkle
8. Burlington Northern/ Frost		8. Burlington Northern/Scheuneman
9. Burlington Northern/ T.H. 36		9. Burlington Northern/Lumberyard
10. Burlington Northern/ Beam		10. Burlington Northern/DPW Entrance
11. Burlington Northern/ I-694		11. Burlington Northern/2nd Street
12. Burlington Northern/ County Road E		
13. Burlington Northern/ County Road F		
14. Burlington Northern/ White Bear Lake		
(a) Does not include crossings in core of downtown St. Paul.		

FEEDER BUS SERVICE

In the Northeast Corridor, LRT trains are expected to operate every 15 minutes during the peak hour as shown in Table 6.

TABLE 6
LRT OPERATING STANDARDS IN THE NORTHEAST CORRIDOR

. Hours of Service

Weekdays:	5:30 a.m. to 1:30 a.m.
- Peak	6:30 a.m. to 9:00 a.m. 3:30 p.m. to 6:00 p.m.
- Evening	6:00 p.m. to 10:00 p.m.
- Late Evening	10:00 p.m. to 1:30 a.m.

Weekends: 7:00 a.m. to Midnight

. Service Frequency (weekdays)

- Early A.M.	: 30 minutes
- A.M. & P.M. Peak	: 15 minutes
- Midday	: 30 minutes
- Evening	: 30 minutes
- Late Evening	: 60 minutes

In order to maximize transit service along each LRT corridor, much of the existing bus service would be reconfigured to feed passengers directly to LRT stations. The feeder bus service would be coordinated with LRT service so that passenger transfers occur quickly. LRT fares will be the same as bus fares in the corridor.

The development of feeder bus plans for the LRT alignment alternatives in the Northeast Corridor focused primarily on route changes which would utilize LRT while maintaining or expanding today's bus route coverage and bus service frequencies. The integrated LRT and feeder bus system offers an increase in the overall level of transit service which is a key to providing continued service for existing bus patrons and also attracting additional transit ridership.

LRT feeder bus service consists of local routes connecting to LRT stations as well as express routes originating in outlying communities feeding to LRT stations. Community transit services may also bring passengers to LRT stations. Finally, some parallel bus routes in the LRT service area are not redirected to

stations and instead are through-routed to downtown. The Northeast Corridor feeder bus plans were developed using regionally adopted guidelines for feeder bus planning.

The redesign of regular route bus service to LRT feeder bus service can result in savings in service miles without a reduction in transit service levels by eliminating route overlaps. Each of the Northeast Corridor alignments produce such savings as shown in Table 7.

Due to the configuration of the routes, there are many more opportunities to replace existing bus service with LRT service with the Burlington Northern alignment than with the other four LRT alignments.

TABLE 7
BUS MILES SAVED DUE TO LRT

Alignment	Daily Bus Miles Saved	Percent Saved
I-35E/Burlington Northern	300	6%
Munger Trail/T.H. 61	300	4%
Munger Trail/Burlington Northern	300	4%
Burlington Northern	900	15%

The projected savings are based upon a comparison of bus service levels under a year 2010 bus-only system versus an LRT with feeder bus system. With an all-bus system, bus service in the corridor is expected to increase by 24 percent from 1990 to 2010. With LRT, the LRT line will replace much of the corridor line-haul bus service to downtown St. Paul.

CHAPTER 4--EVALUATION OF ALTERNATIVE ALIGNMENTS

Each alternative LRT alignment in the Northeast Corridor was evaluated for potential impacts. Alignments were compared and contrasted using the following evaluation criteria:

- . Projected daily LRT ridership
- . Estimated new transit riders (impact on congestion)
- . Travel time
- . Estimated capital cost
- . Estimated operating cost
- . Right-of-way acquisition required
- . Economic impacts
- . Traffic and parking impacts
- . Pedestrian, handicapped and trail user impacts
- . Neighborhood impacts (noise, visual)
- . Potential for other significant environmental impacts (wetlands, etc.)
- . Compatibility with existing plans

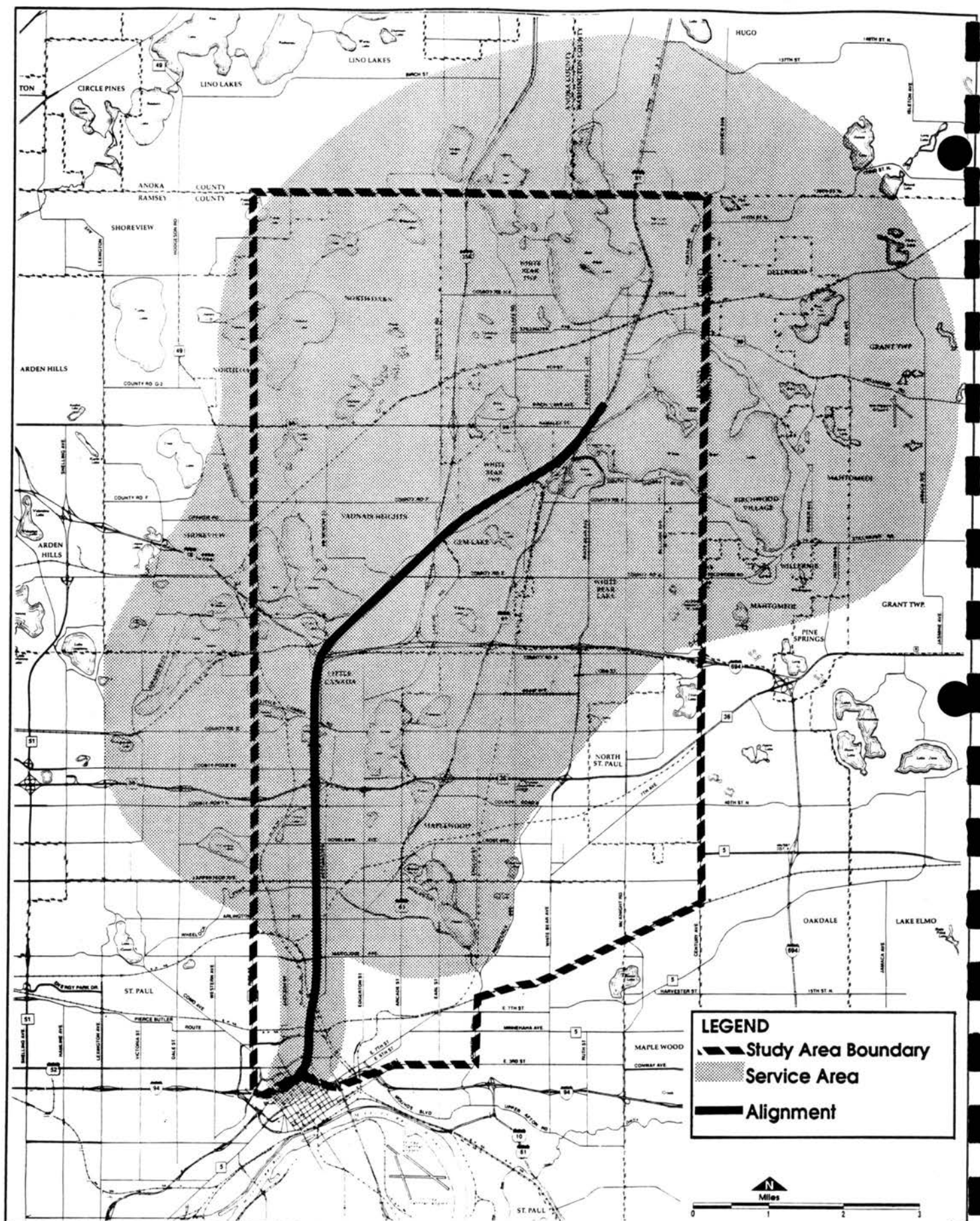
Major findings from the analysis are summarized below.

PROJECTED DAILY LRT RIDERSHIP

LRT ridership was forecasted for each of the alternative alignments. The forecasts are for the year 2010 and are based on several factors including existing transit ridership, projected changes in the level of transit service, population and employment growth, and travel time changes for LRT service.

For each potential alignment a ridership service area was defined. The service area is the geographic area from which LRT draws most of its riders. The size of the service area is based upon the time it would take for an LRT patron to reach the LRT stations. Patrons can reach stations by walking/biking, using feeder buses or using a park-and-ride lot. Generally, the service area extends five miles beyond the end of the LRT route and several miles on either side of the route. The boundaries of the service area are affected by barriers and constraints such as lakes and competing highways.

The ridership service areas for the alignments are shown in Figures 22, 23 and 24. The I-35E/Burlington Northern alignment draws additional riders from west and northwest of I-35E. The Burlington Northern alignment draws additional riders from the eastern part of the corridor. The Munger Trail/T.H. 61 and Munger Trail/Burlington Northern alignments have similar service areas.

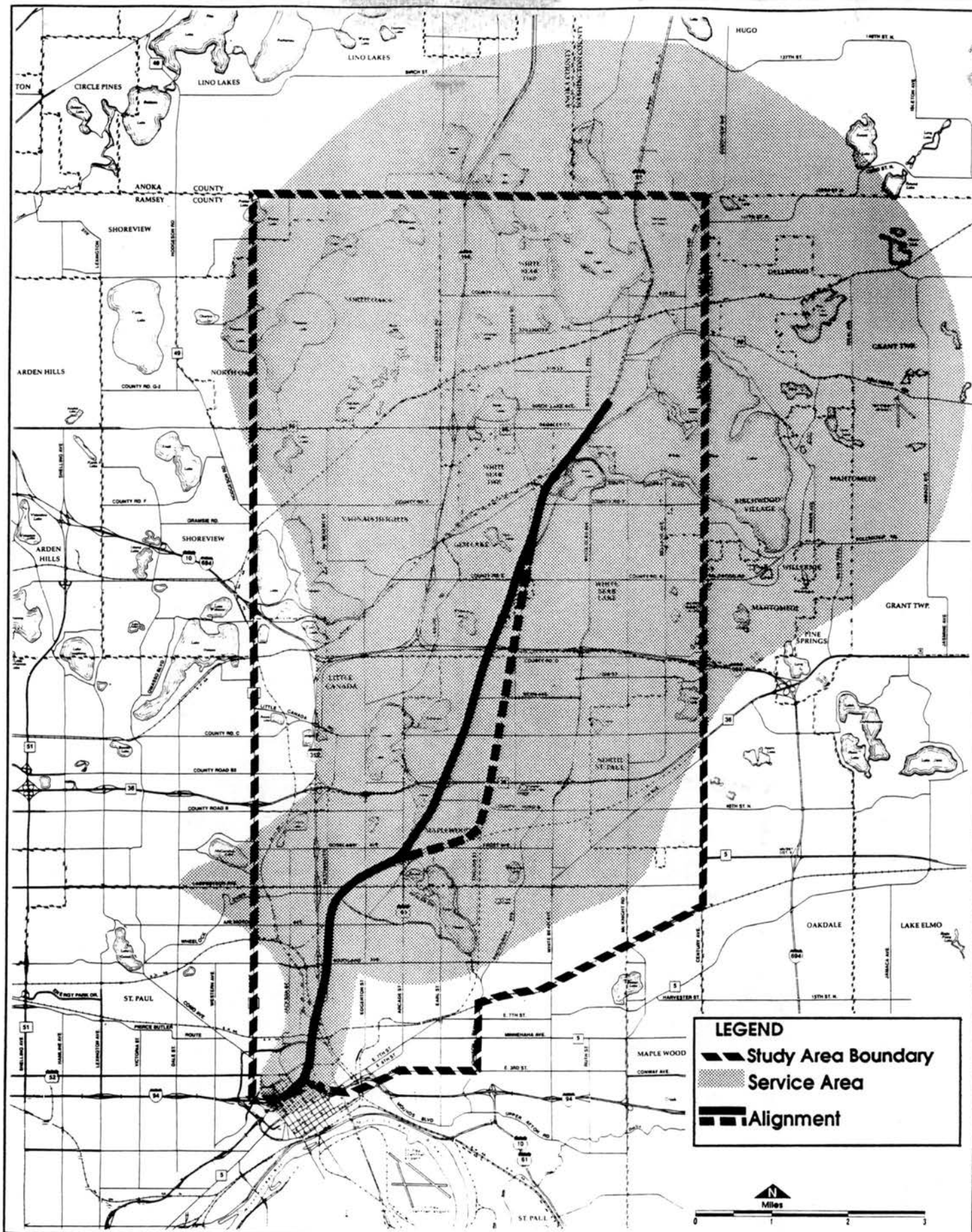


Northeast Corridor LRT Alignment Study

Figure 2

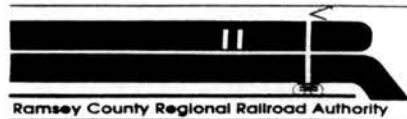


I-35E / Burlington Northern
Ridership Service Area



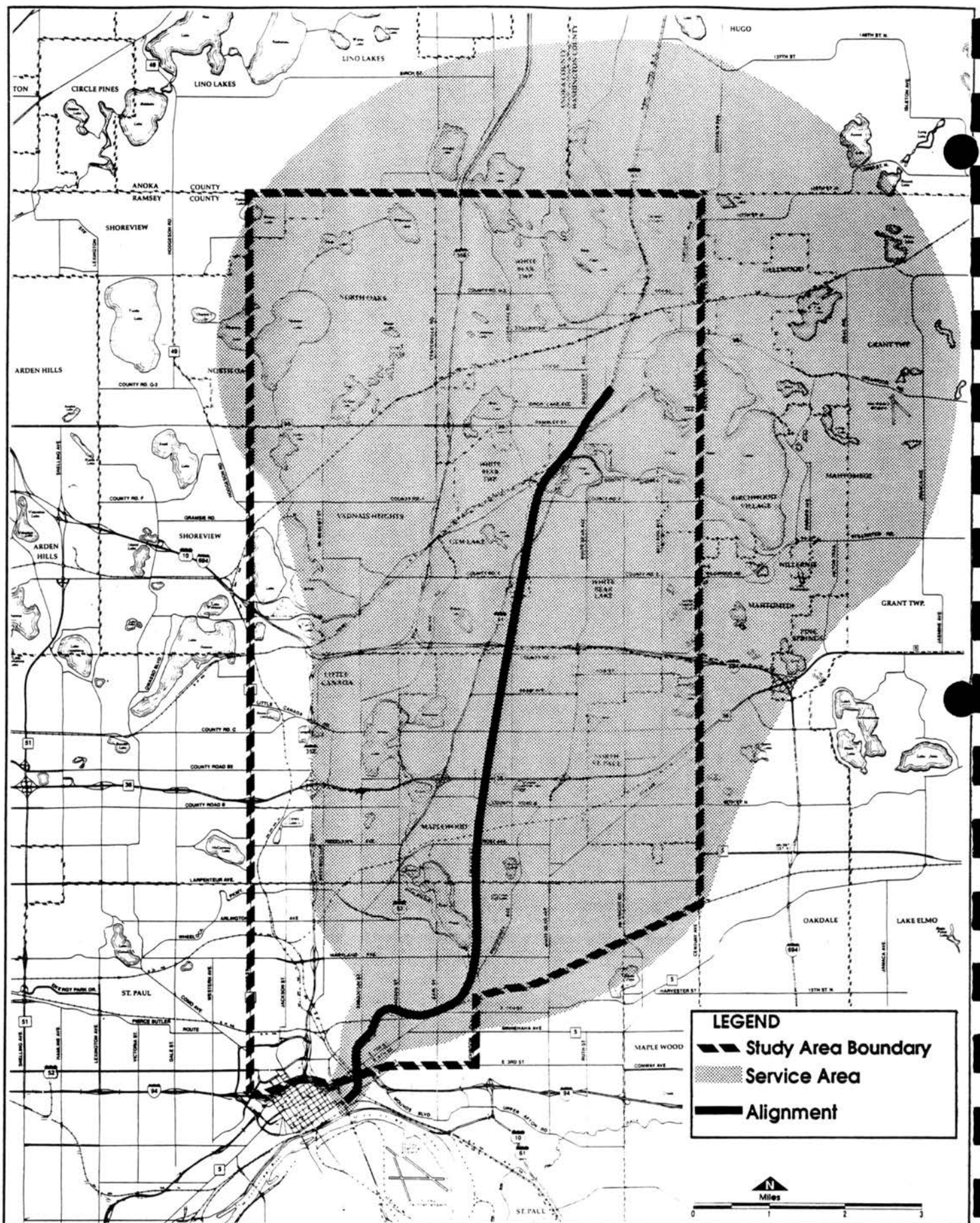
Northeast Corridor LRT Alignment Study

Figure 23



SRF

Willard Munger Trail/T.H. 61 and Munger Trail/BN Ridership Service Area



Northeast Corridor LRT Alignment Study

Figure 2

Population within the ridership service areas of the Northeast Corridor is projected to increase 10 to 12 percent between 1988 and 2010 based upon Metropolitan Council data.

Alignment	Population		
	1988	2010	Change
I-35E/Burlington Northern	134,000	148,000	10%
Munger Trail/T.H. 61	121,000	136,000	12%
Munger Trail/Burlington Northern	121,000	136,000	12%
Burlington Northern	145,000	159,000	10%

Ridership is also affected by the level of transit service available including the amount and frequency of feeder bus service and the frequency of LRT service.

Ridership on the alternative alignments ranges from a high of 12,100 daily LRT riders on the Burlington Northern alignment to 9,600 daily LRT riders on the Munger Trail/T.H. 61 alignment as shown in Table 8.

TABLE 8
PROJECTED LRT RIDERSHIP IN 2010

LRT Alignment	2010 Daily LRT Riders
I-35E/Burlington Northern	11,600
Munger Trail/T.H. 61	9,600
Munger Trail/Burlington Northern	10,800
Burlington Northern	12,100

ESTIMATED NEW TRANSIT RIDERS

Automobile users will be more likely to switch to LRT if their travel time improves by using transit. Increasing traffic congestion, which does not affect LRT operation (but can affect feeder bus travel times), will make LRT increasingly attractive. The number of new transit riders due to LRT has been estimated for each alignment. The I-35E/Burlington Northern alignment is expected to have a somewhat higher number of new transit riders than other alignments as indicated in Table 9.

TABLE 9
ESTIMATED NEW TRANSIT RIDERS DUE TO LRT

LRT Alignment	2010 New Transit Riders Due to LRT
I-35E/Burlington Northern	3,200
Munger Trail/T.H. 61	2,300
Munger Trail/Burlington Northern	2,400
Burlington Northern	2,500

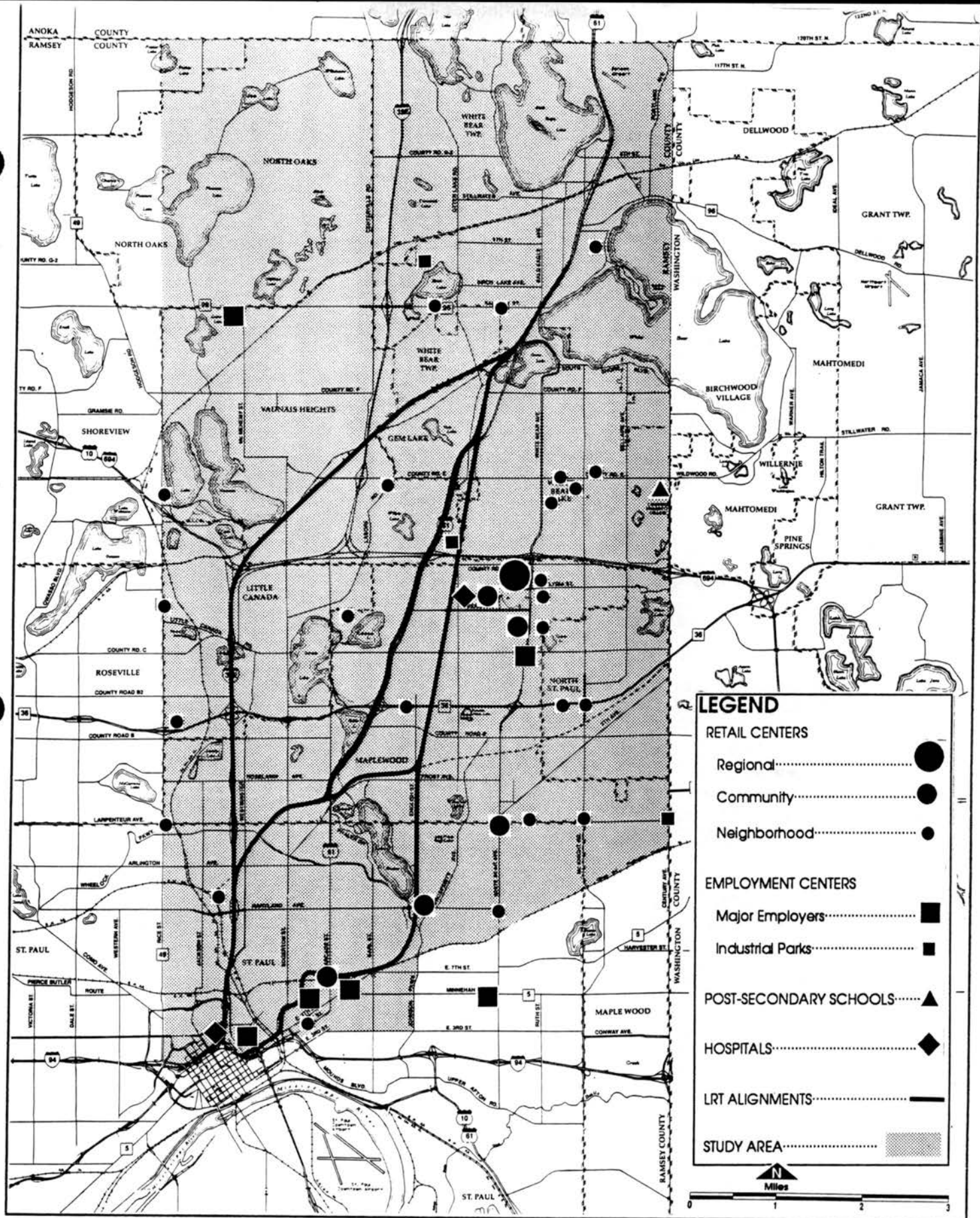
MAJOR TRANSIT GENERATORS

Major activity concentrations such as shopping centers, hospitals and large employment sites generate substantial travel that can be served by LRT. All alternative LRT alignments in the Northeast Corridor are anchored by the St. Paul Central Business District on the south and downtown White Bear Lake on the north. As shown in Figure 25, other major transit generators in the corridor include the Maplewood regional business center (including the Maplewood Mall, St. John's hospital and other shopping and employment centers) and the Arcade/Earl/Seventh Street area (includes Stroh's Brewery and 3M) among others.

An LRT alignment should serve as many of these locations as possible as well as other emerging or secondary generators such as libraries and other community facilities. The Burlington Northern alignment provides service to many of the existing major transit generators. The other alignments provide service to some of these generators.

ESTIMATED CAPITAL COSTS

Capital costs include all the costs of construction of LRT as well as vehicles and right-of-way. The capital cost estimates for the Northeast Corridor alignments do not include a share of central LRT maintenance and operation facility cost nor LRT construction within the St. Paul Central Business District. Both of these facilities are planned for construction before the Northeast Corridor would be built. For alignments operating on I-35E, it is assumed that the freeway will be reconstructed in conjunction with LRT; much of the highway reconstruction cost, which would be significant, is not included in the LRT estimates.



Northeast Corridor LRT Alignment Study

Figure 25

Transit Generators in the
Northeast Corridor Study Area

Capital costs for the Northeast Corridor alignments range from approximately \$170 million for the Burlington Northern alignment to approximately \$220 million for the other alignments (Table 10). The Burlington Northern alignment has the lowest capital cost per mile at \$15 million with the other alignments at \$19-\$20 million per mile.

TABLE 10
ESTIMATED LRT CAPITAL AND OPERATING COSTS

LRT Alignment	Total Capital Costs(a)	Total Annual Operating Cost
I-35E/Burlington Northern	\$219 million	\$4.1 million
Munger Trail/T.H. 61	\$220 million	\$3.8 million
Munger Trail/Burlington Northern	\$218 million	\$4.0 million
Burlington Northern	\$168 million	\$3.8 million

(a) Does not include cost of maintenance facilities or of LRT construction in St. Paul Central Business District. Capital costs are preliminary and will change as design becomes more detailed.

ESTIMATED OPERATING COSTS

The estimated operating costs are the annual operations and maintenance costs to provide LRT service. The cost is affected by the frequency of service and hours of operation as well as route length and LRT travel time. Total LRT operating costs range from \$3.8 million for the Burlington Northern and Munger Trail/T.H. 61 alignments to \$4.1 million for the I-35E/Burlington Northern alignment (Table 10).

As a result of the restructuring of bus routes for feeder bus service for the LRT system, there will be a net savings in the cost of bus service compared to an all-bus system. The estimated annual savings are \$375,000 for the I-35E/Burlington Northern alignment, \$350,000 for the Munger Trail/T.H. 61 and Munger Trail/Burlington Northern alignment, and \$1.1 million for the Burlington Northern alignment. Thus, while the costs for bus service will be reduced, the total operating costs for transit service in the corridor will increase. This is in accordance with the significant overall increase in the level of transit (LRT and bus) service to be provided.

RIGHT-OF-WAY ACQUISITION

The construction of LRT requires dedicated property for LRT facilities including track layout, stations and park-and-ride lots. The need for right-of-way affects project costs and also can impact existing property owners. An exact definition of right-of-way requirements can only be accomplished during engineering design of an alignment and after station sites have been selected. For preliminary analysis in the Northeast Corridor LRT Alignment Study, locations with constrained right-of-way were identified by determining general track layouts for each alignment and using the typical cross-sections described in Chapter 3.

I-35E/Burlington Northern Alignment

Construction of double track LRT on the north side of 12th Street in St. Paul would require eliminating one traffic lane and the parking spaces from Jackson Street to Cedar Street and reconstructing the two remaining traffic lanes. Similarly, the width of the I-35E median from University Avenue to I-694 ranges from 6 to 30 feet which is not wide enough for LRT.

The I-35E right-of-way is generally adequate for a 50-foot median for LRT plus eight lanes of traffic for an expanded freeway. South of Maryland Avenue, however, the I-35E right-of-way narrows and some property acquisition would be likely. The railroad right-of-way from Vadnais Lake to White Bear Lake is adequate for LRT even assuming parallel freight and light rail operations.

Munger Trail/T.H. 61 Alignment

Operating along 12th Street and on I-35E to near Arlington Avenue, the alignment would have the same constraints as the I-35E/Burlington Northern alignment. The Willard Munger Trail right-of-way width is 100 feet or more and adequate for both LRT and a trail, with significant reconstruction. Acquisition of at least one residential property would be needed where a curving bridge would carry LRT from the trail to the west side of T.H. 61; driveway access here for other residences would also be affected.

There is sufficient at-grade right-of-way on the west side of T.H. 61 to accommodate LRT with the exception of a segment along Keller Lake; here the lake embankment narrows substantially. Highway relocation to the east in this segment to provide space for LRT is an option. However, this would require acquisition of land in Phalen-Keller Park.

Acquisition of several residential properties would likely be necessary in the vicinity of Scheuneman Road in Gem Lake for the alignment to curve from T.H. 61 down to Burlington Northern

right-of-way. The remaining railroad right-of-way on this alignment is adequate for LRT, even if freight and light rail operate on parallel tracks.

Munger Trail/Burlington Northern Alignment

Operating along 12th Street and on I-35E to near Arlington Avenue, the alignment would have the same constraints as the I-35E/Burlington Northern alignment. No right-of-way constraints are anticipated along the Munger Trail or the Burlington Northern right-of-way.

Burlington Northern Alignment

Depending upon the specific path to Fourth Street south of Gillette Company, realignment of Prince Street in this area may be needed. The Burlington Northern right-of-way on this alignment ranges from 50 feet to 150 feet but is primarily 100 feet in width. In the vicinity of Stroh's Brewery where right-of-way is 50 feet, minor modifications to or relocation of some brewery equipment may be needed including a small grain silo, a coal dump and a grain chute.

Railroad right-of-way along railroad alignments in the Northeast Corridor is typically 100 feet wide. If LRT is located in the center of the right-of-way, the tracks would typically be over 30 feet from the property line. Assuming a minimum backyard setback of 15 feet, most structures would be at least 48 feet from the nearest track. However, some structures along this alignment may be very close to the property line. A few may even encroach on railroad property.

TRAFFIC/PARKING IMPACTS

The construction of LRT in the Northeast Corridor can help relieve peak period traffic congestion on streets and highways by attracting people out of their automobiles. However, at particular locations, such as at-grade crossings of roads and at stations, LRT has the potential for increasing local traffic congestion. Negative traffic impacts from LRT can normally be mitigated with traffic engineering strategies such as changes in intersection design or traffic signal timing.

In this study, traffic conditions at all at-grade crossings on all alignments were examined. (Each alignment also has a number of grade-separated crossings where LRT will not conflict with the roadway.) Future traffic levels were estimated at these intersections along with the capacity of the roadways to handle the increases. The additional effects of LRT were estimated in terms of increases in congestion and delays. Grade-separated crossings of roadways can be constructed depending upon site-

specific conditions. However, grade separation is normally warranted only when the cross-street traffic volume approaches 25,000 to 30,000 vehicles per day.

Downtown Connections

For the alignments running on 12th Street, traffic impacts in the 12th Street area will be significant. The area currently experiences severe congestion during the peak hours. Reducing the number of through lanes along with traffic signal preemption for LRT would further worsen congestion on 12th Street and the cross-streets. More detailed analysis is recommended to identify the full extent of these impacts, if any of the I-35E alignments are selected as the preferred alternative.

For the Burlington Northern alignment, the downtown connection is not expected to produce significant traffic impacts. If LRT operates on Prince Street, parking and truck delivery access may be affected. If on Fifth Street, access to Gillette employee parking may be affected. If on Broadway Street, the present four lanes of traffic would be reduced to two lanes with some impact on traffic flow.

Other Impacts

On the Munger Trail/T.H. 61 alignment, some changes in frontage road and driveway access to T.H. 61 may be needed. Affected locations include park entrances at Keller Lake and the area between County Roads C and E.

For all alignments, traffic congestion may increase due to LRT at the T.H. 96/T.H. 61 intersection. While this intersection is scheduled for reconstruction as early as 1992, additional intersection improvements may be needed with LRT.

No other significant traffic or parking impacts are anticipated. When station sites are selected in future design work, a local traffic impact study should be conducted for each station location.

PEDESTRIAN IMPACTS

Light rail transit in the Northeast Corridor will be constructed to conform with the design guidelines of the Twin Cities LRT Coordination Plan for the regional system. These guidelines call for the "highest quality, safest and most accessible system possible." Regardless of the alignment selected, design practices and technology employed will meet all appropriate safety and engineering standards.

Nonetheless, there are differences with respect to pedestrian safety and access for LRT operating in various types of right-of-way. For example, an LRT alignment operating in an exclusive

right-of-way (such as a freeway median) will not have some of the potential pedestrian or auto conflicts associated with at-grade crossings. The type of right-of-way, site specific conditions, and adjacent land uses all determine the appropriate design to maximize pedestrian safety and access.

Pedestrian access from nearby streets or park-and-ride lots to the LRT station platform will vary by type of station. There are three basic types of station design required for the alignment alternatives in the Northeast Corridor.

Two-Level Station in a Freeway Median

Freeway stations of this type are usually constructed at interchanges. As shown in the prototype concept (Figure 26), pedestrians reach the station platform in the freeway median via a walkway along the cross-street bridge and then down stairs, escalators, or an elevator. All I-35E stations would have this type design.

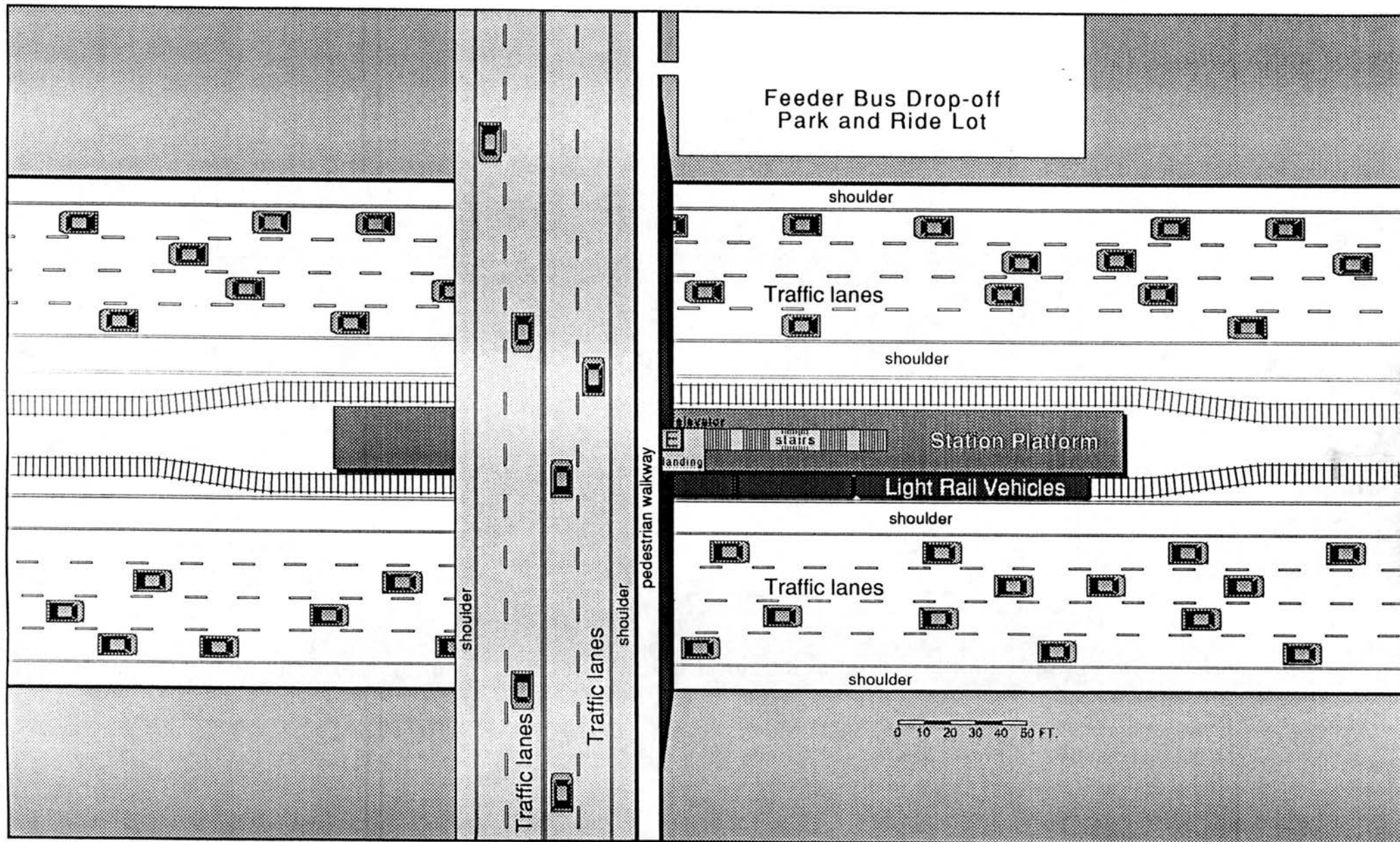
For pedestrians, this has the least direct access of any station type. The walk is lengthy since any origin point is located outside the interchange area. The vertical distance is also significant at 20 to 35 feet. Safety at the boarding platform is greater than at other station types since there is no pedestrian crossing of tracks. Walk distances for patrons arriving by feeder bus can be reduced if bus pull-outs are constructed on the cross-street bridge.

At-Grade Station on Railroad Right-of-Way

Stations of this type are constructed at cross-streets. As shown in the prototype concept (Figure 27), relatively short walking distances make this type station generally convenient for pedestrians. Park-and-ride lots and feeder bus parking can be located close to the station platform. A potential hazard is pedestrian crossing of tracks. These crossings can be controlled to occur at specified locations and provided with warning lights and alarms if needed. All at-grade stations on Burlington Northern right-of-way would have similar designs.

Grade-Separated Stations on Railroad Right-of-Way

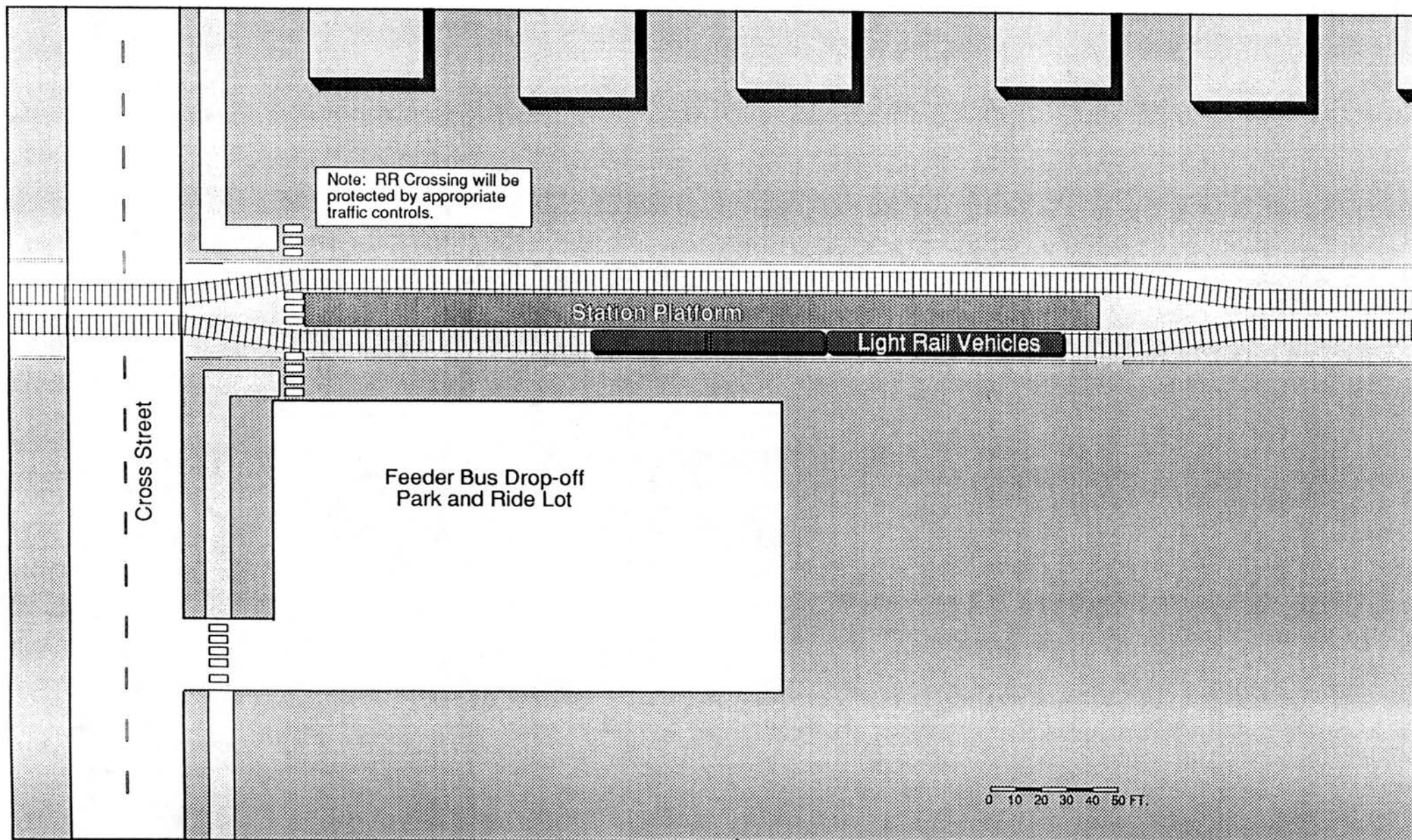
The third type of station is also on railroad right-of-way but is two-level as shown in Figure 28. Pedestrian walk distances generally are shorter but patrons must travel up or down to the station platform depending on whether the cross-street runs over or under the LRT line. Pedestrians may cross tracks depending upon the design as required by site conditions.



Northeast Corridor LRT Alignment Study

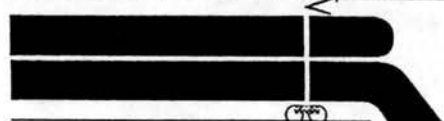
Figure 26

Freeway Station Prototype



Northeast Corridor LRT Alignment Study

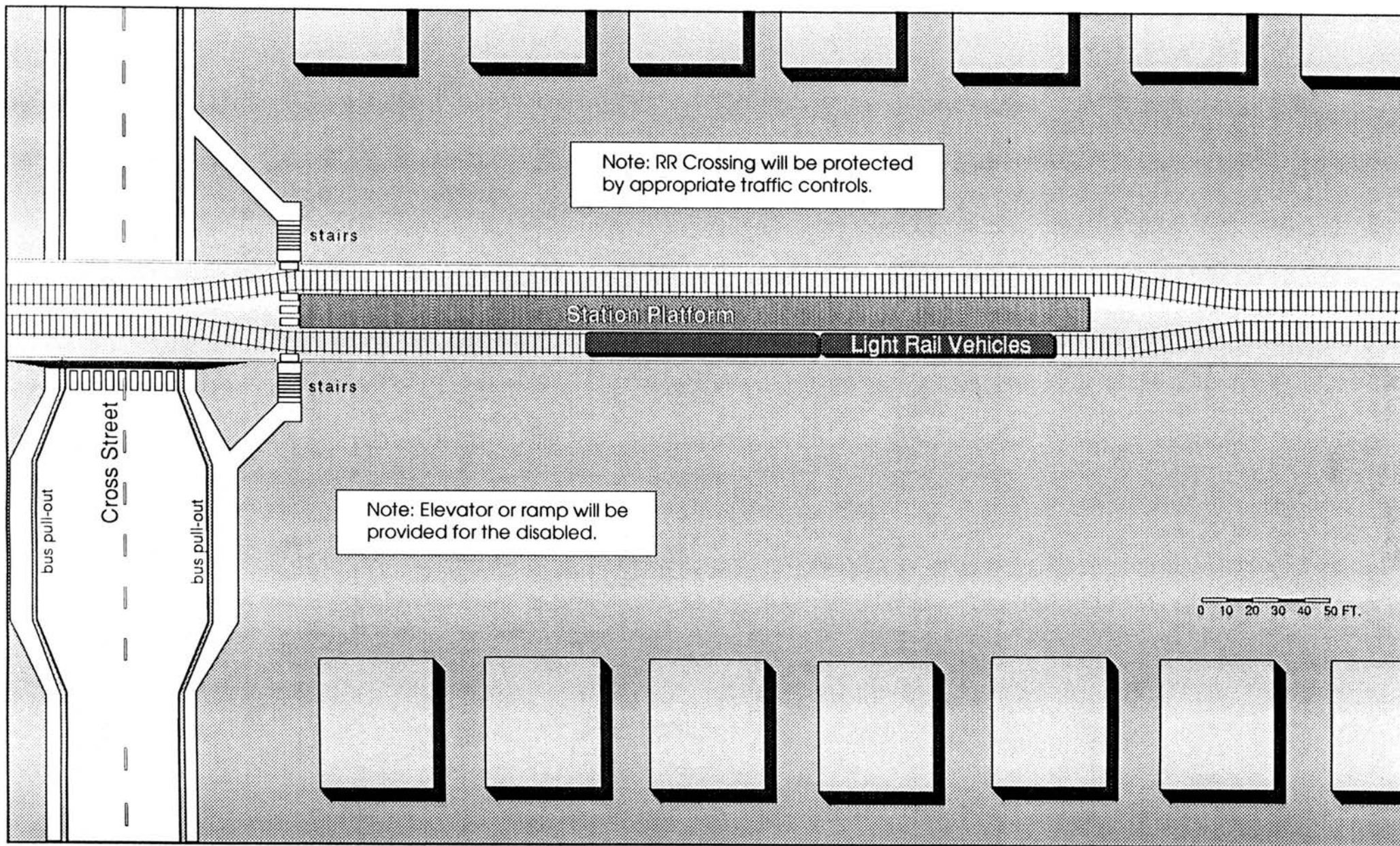
Figure 27



SRRF

Ramsey County Regional Railroad Authority

At-Grade Station Prototype
on Railroad Right-of-Way



Northeast Corridor LRT Alignment Study

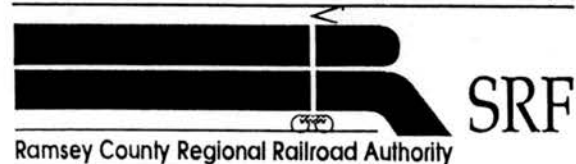


Figure 28

Two-Level Station Prototype
on Railroad Right-of-Way

Total Number of Stations

Each alignment has a mix of station types as shown in Table 11. The at-grade station totals include three downtown St. Paul stations for the Burlington Northern alignment and two downtown stations for the other alignments.

**TABLE 11
STATION TYPES BY ALIGNMENT**

LRT Alignment	Freeway	Station Type		Total
		At-Grade Railroad	Two-Level Railroad	
I-35E/Burlington Northern	5	5	0	10
Munger Trail/T.H. 61	2	6	4	12
Munger Trail/ Burlington Northern	2	4	7	13
Burlington Northern	0	6	8	14

ECONOMIC/LAND USE IMPACTS

Cities in the Northeast Corridor have ultimate responsibility and authority for land use decisions. LRT development can be incorporated into local comprehensive planning to further community goals and objectives. LRT can be used as a tool to help revitalize areas, to generate new development, and to preserve existing stable neighborhoods.

Evaluation of potential economic and land use impacts of LRT alignments in the Northeast Corridor included several basic tasks:

- . A summary of existing land uses adjacent to the proposed alignment.
- . A review of development trends and current and future land use strategies.
- . Identification of the likely relationship between LRT and land uses along each alignment.

Existing Land Uses

Existing land uses along each alignment were documented. Figures 29, 31 and 32 show these land uses. The land use categories include:

- . Residential--single and multi-family housing.
- . Parks/Recreation--designated parkland or recreational areas including city and regional parks, golf courses, playgrounds, etc.
- . Undeveloped--undeveloped land not designated as park or recreational areas. Includes agricultural uses.
- . Industrial--light to heavy manufacturing; warehouses.
- . Commercial--retail and service activities; offices.
- . Institutional--public or quasi-public uses including schools and municipal facilities; churches, etc.

LRT/Land Use Strategies

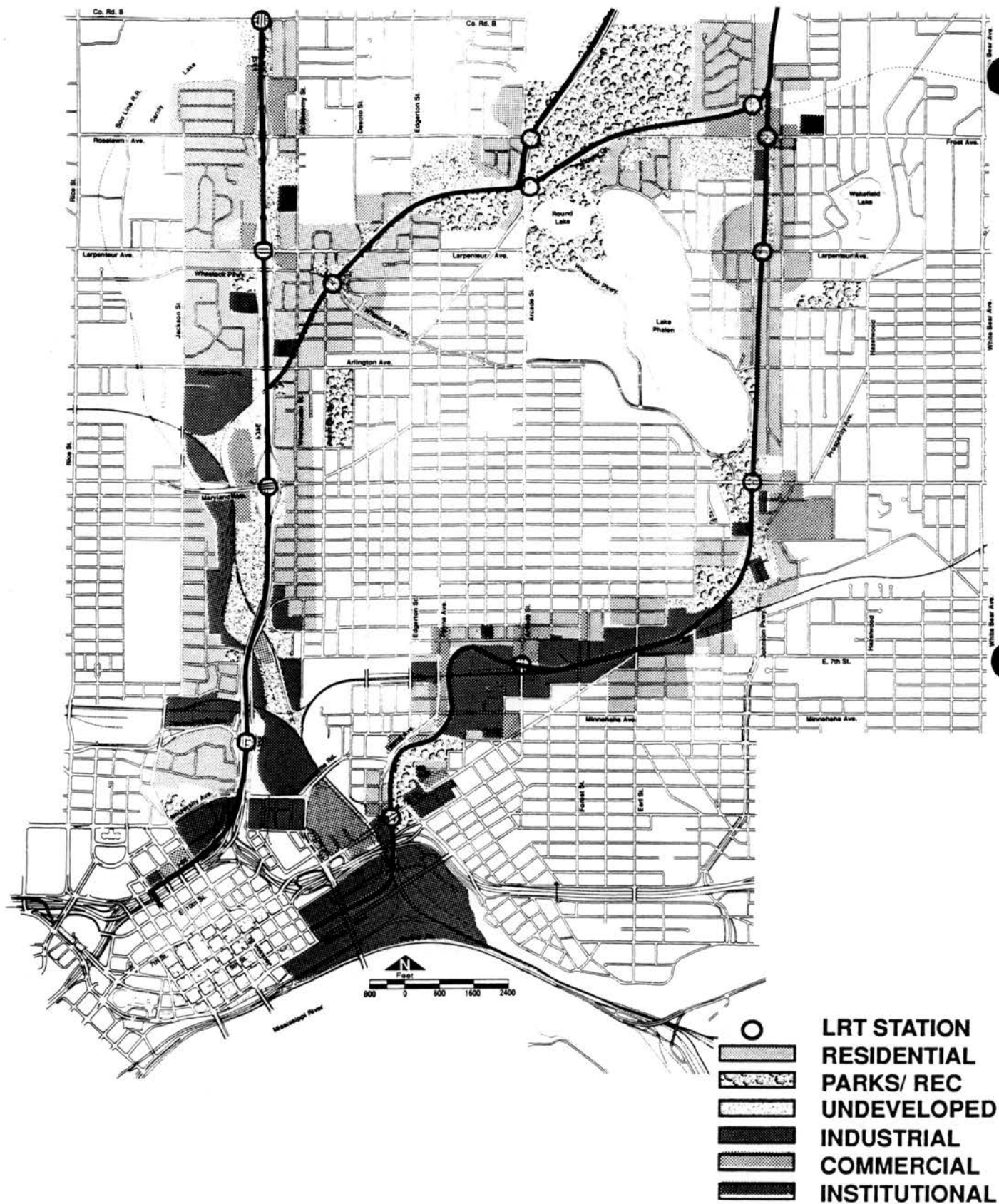
The description of development trends and land use strategies as well as the potential role for LRT was based upon review of local plans and discussions with communities. Generally, LRT/land use strategies were classified in one of three ways:

Preservation--land use planning would be directed toward preserving existing uses including stable neighborhoods. LRT is buffered from neighborhoods through landscaping and other design compatible with the neighborhoods.

Enhancement--land use planning would seek to enhance areas through modest changes such as new landscaping, lighting, public art, pedestrian walkways, etc. LRT station and line construction would be integrated into this broader planning effort.

Redevelopment/Development--land use planning would be aimed at encouraging revitalization of distressed areas or stimulating new development around selected stations. Public/private partnerships in station area development and construction might be sought. LRT and land use planning would be integrated into an overall strategy for significant positive changes in areas surrounding these selected LRT stations.

Figures 30, 32 and 34 show future general land use strategies for each of the alignments as suggested by individual cities. These designations are intended as general indications of planning approaches and do not necessarily reflect conditions for specific parcels of property.



Northeast Corridor LRT Alignment Study



Figure 2

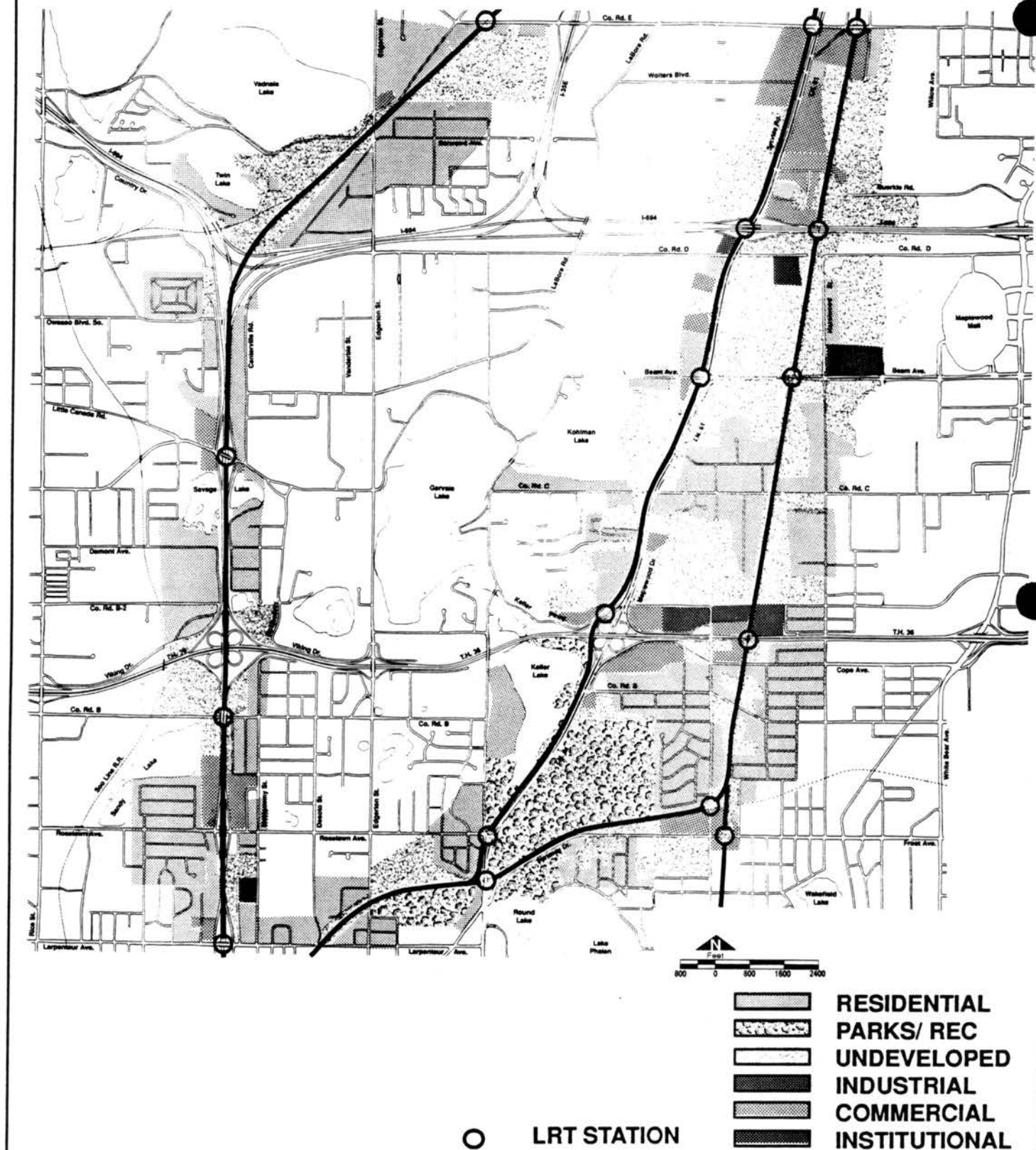
Existing Land Use
Downtown St. Paul to County Road B



- REDEVELOP/
DEVELOP
- ENHANCE
- PRESERVE

Northeast Corridor LRT Alignment Study

Figure 30

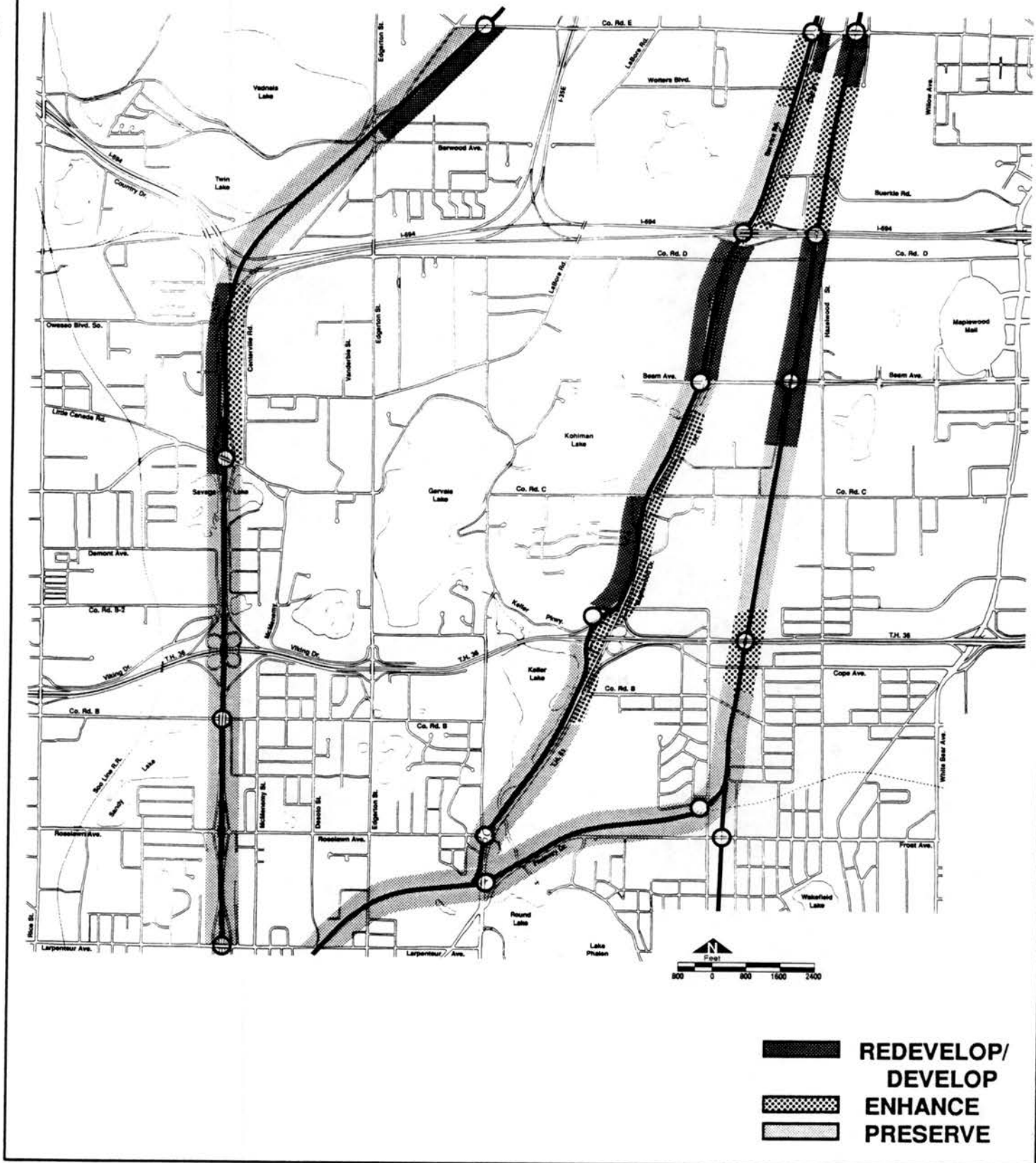


Northeast Corridor LRT Alignment Study



Figure 3

Existing Land Use
County Road B to County Road E

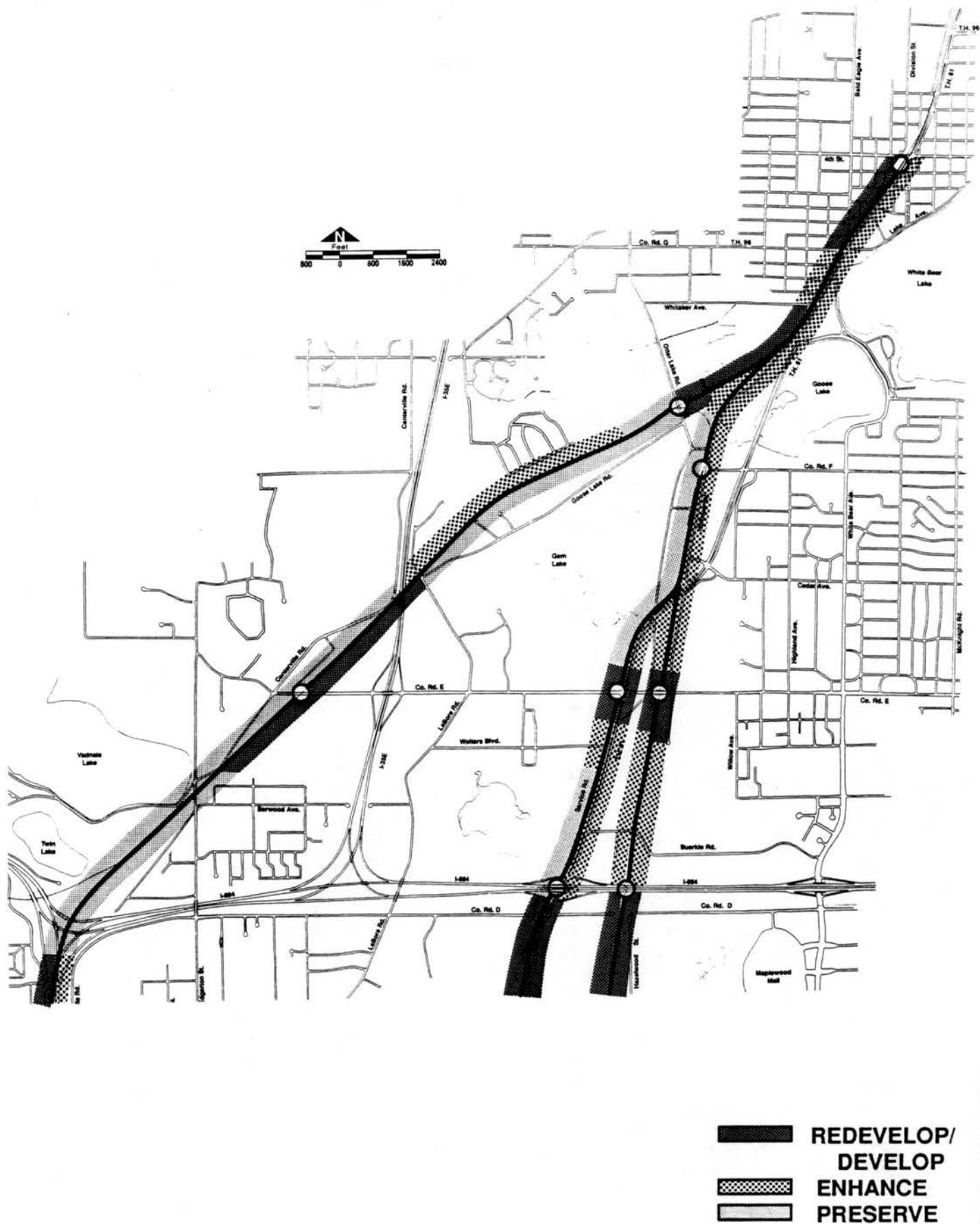


Northeast Corridor LRT Alignment Study



Figure 32

Future Land Use / LRT Strategies
County Road B to County Road E



Northeast Corridor LRT Alignment Study



Figure 34

Future Land Use / LRT Strategies
County Road E to White Bear Lake

Key Findings on Economic Impacts

- . All alignments have a wide variety of land uses and a relatively similar mix of future land use strategies. Development and redevelopment opportunities exist along all alignments.
- . All alignments also have stable neighborhoods along the proposed LRT line which would require visual buffering and mitigation of neighborhood impacts.
- . In and of itself, LRT is not likely to stimulate substantial private investment on any particular alignment in the Northeast Corridor. LRT may, however, stimulate modest development/redevelopment especially at station sites. LRT can be an important tool, within the context of a city's overall economic development program, for generating site-specific development. It is also likely that development within the corridor will be drawn to sites which are near LRT stations if LRT is constructed.

NOISE IMPACTS

An advantage of LRT is that it is relatively quiet and unobtrusive. At particular locations, however, there may be some increases in noise from passing LRT trains as well as visual impacts from the construction of LRT facilities.

Unlike a street or highway, LRT does not generate sustained noise levels. In the Northeast Corridor, trains will run every 15 minutes in both directions during the peak hours. Each train "passby" lasts three to six seconds. Thus at any given location, LRT will generate noise for a total of about 48 seconds during the peak hour. In comparison, a street will generate noise most of the time.

A three car LRT train traveling at 35 mph produces a noise level about the same as one automobile and less than a diesel bus as measured 50 feet from the noise source.

Noise levels from LRT will be affected by topographic conditions, background noise conditions such as street traffic, distances to dwellings, LRT speed, and vehicle track design. The analysis of Northeast Corridor alignments focused on a limited number of representative sites.

For situations where LRT would operate near substantial roadway traffic, such as in the I-35E median or along T.H. 61, the additional noise from LRT would not be noticeable. However, the reconstruction of I-35E to accommodate LRT in the median could move traffic noise closer to adjacent residences. The segments of LRT alignments on abandoned or infrequently used railroad right-of-way would experience relatively higher noise levels for

short durations of time than currently experienced when no trains are present. However, LRT trains produce much less noise than the freight trains which operated on the Burlington Northern alignment in the past.

More detailed noise analysis should be conducted during future design of LRT in the Northeast Corridor, including on-site monitoring of background noise and a detailed inventory of nearby dwellings. Other related sources of noise, such as from feeder buses, station area traffic, and train horns or bells at street crossings, should also be considered at that time.

With effective noise abatement, there should be only minor noise impacts on any of the alignments. Noise abatement strategies can focus on reducing noise at the source (for example, maintenance of wheels of LRT vehicles), operating practices, and berms or noise walls between the track and sensitive areas.

VISUAL IMPACTS

Design of LRT must be sensitive to the adjacent land uses. All alignments have raised sections and aerial structures where LRT will be most visible. In some cases, landscaping can serve to buffer LRT and lessen any visual impacts. The design of LRT facilities, particularly stations, should incorporate appropriate design standards.

ENVIRONMENTAL ISSUES

Each of the Northeast Corridor alignments would run adjacent to local and/or regional parks, lakes and wetlands. LRT in the Northeast Corridor offers substantial potential for trip-making to these many recreational facilities.

Recreational areas abutting alignments include the Grass-Vadnais Regional Park on the I-35E alignment; the Willard Munger Trail and Keller Lake on the Munger Trail/T.H. 61 alignment; the Willard Munger Trail and Phalen-Keller Regional Park on the Munger Trail/Burlington Northern alignment; Swede Hollow Park, the Phalen Keller Regional Park, and a number of local city parks on the Burlington Northern alignment, and White Bear Lake for all alignments.

Any potential adverse impacts upon wetlands, wildlife or vegetation would be identified during future design work. No significant adverse environmental impacts are anticipated on any of the alignments except the Munger/T.H. 61 alignment where right-of-way acquisition may be required near Keller Lake. However, there may be local issues and areas of concern requiring additional investigation as part of an Environmental Impact Statement.

CHAPTER 5--FINDINGS, RECOMMENDATIONS AND ACTIONS

Table 12 presents a summary of the operating and performance characteristics of alternative LRT alignments in the Northeast Corridor. While it is technically feasible to construct along any of the alignments, each alignment has strengths and weaknesses.

FINDINGS

Based upon the technical analysis, the Munger Trail/T.H. 61 alignment and the Munger Trail/Burlington Northern alignment have less potential for successful LRT implementation. Relevant considerations are:

- . Ridership projections including the number of new riders are substantially lower than the other alignments.
- . LRT operation on the Willard Munger State Trail is not consistent with the adopted plan for a state trail corridor or state regulations governing uses in the corridor.
- . The costs for LRT construction are relatively high.
- . The number of at-grade crossings on T.H. 61 is significantly higher than other alignments.
- . On T.H. 61 there are several locations with constrained right-of-way likely to require property acquisition, including potential direct impacts on Keller Lake.

The I-35E/Burlington Northern alignment and the Burlington Northern have greater potential for successful LRT operation. These are described and contrasted below.

I-35E/Burlington Northern Alignment

This alignment would carry about 4 percent fewer total riders than the Burlington Northern alignment but would draw nearly 30 percent more riders from automobiles. Compared to the Burlington Northern alignment, more riders would originate from west and northwest of I-35E.

The alignment would provide a faster trip than all other alignments--10 percent or 3 minutes faster from the end of the line. The alignment has the fewest number of at-grade crossings at 10. More than half of the alignment is along railroad rights-of-way where construction would be relatively easy with minimal impacts from LRT operation.

TABLE 12 – EVALUATION OF NORTHEAST CORRIDOR LRT ALIGNMENTS

CRITERIA	MEASURE	I-35E/ BURLINGTON NORTHERN	MUNGER TRAIL/ T.H. 61	MUNGER TRAIL/ BURLINGTON NORTHERN	BURLINGTON NORTHERN
1. Projected Ridership	- Projected Year 2010 LRT Riders - Population Served	11,600 Daily 150,000	9,600 Daily 135,000	10,800 Daily 135,000	12,100 Daily 160,000
2. New Transit Riders Due to LRT	Year 2010 LRT Riders	3,200 Daily	2,300 Daily	2,400 Daily	2,500 Daily
3. Travel Time	- Estimated Travel Time - Route Length - Number of Stations	23 Minutes from downtown St. Paul to White Bear Lake City Hall 11.6 Miles 10	26 Minutes from downtown St. Paul to White Bear Lake City Hall 11.1 Miles 12	26 Minutes from downtown St. Paul to White Bear Lake City Hall 11.4 Miles 13	26 Minutes from downtown St. Paul to White Bear Lake City Hall 11.4 Miles 14
4. Right-of-way	- Primary Types - Physical Constraints	- Freeway median, active railroad 12th St., I-35E median width	- Freeway median, trail, parallel to expressway 12th St., I-35E median width, Munger/T.H. 61 transition, Keller Lake, T.H. 61/BN transition	- Freeway median, trail, abandoned/active railroad 12th St., I-35E median width	- Abandoned/active railroad - Minor obstructions at brewery
5. Traffic/Parking	- At-Grade Crossings - Through Lanes Closed - Parking - Delays/ Congestion	10 at-grade crossings causing minor traffic delays - Loss of traffic lane on 12th St. and signal pre-emption will impact traffic operation - Loss of parking on 12th St. - Congestion may increase at Hwy. 96 (Ramaley St.)/T.H. 61	33 at-grade crossings causing minor traffic delays; signal preemption along T.H. 61 - Loss of traffic lane on 12th St. and signal pre-emption will impact traffic operation - Loss of parking on 12th St. - Congestion may increase at Hwy. 96 (Ramaley St.)/T.H. 61 - Possible driveway/frontage road access changes along T.H. 61	15 at-grade crossings causing minor traffic delays - Loss of traffic lane on 12th St. and signal pre-emption will impact traffic operation - Loss of parking on 12th St. - Congestion may increase at Hwy. 96 (Ramaley St.)/T.H. 61	13 at-grade crossings causing minor traffic delays - Traffic operation impacts on Prince or 5th St./ Broadway - Congestion may increase at Hwy. 96 (Ramaley St.)/T.H. 61

TABLE 12 – CONTINUED

CRITERIA	MEASURE	I-35E/ BURLINGTON NORTHERN	MUNGER TRAIL/ T.H. 61	MUNGER TRAIL/ BURLINGTON NORTHERN	BURLINGTON NORTHERN
6. Costs					
– Capital	• Total • Per Mile	\$220 Million \$19 Million	\$220 Million \$20 Million	\$220 Million \$19 Million	\$170 Million \$15 Million
– Operating	• Total Annual • Net Bus Savings	\$4.1 Million \$375,000	\$3.8 Million \$350,000	\$4.0 Million \$350,000	\$3.8 Million \$1.1 Million
7. Pedestrian Impacts	• Type of Stations/Access • Safety	• Mostly freeway stations; some longer walk distances • Some pedestrian crossing of tracks	• Mostly at-grade or two-level stations; shorter walk distances • At-grade stations likely to have pedestrians crossing tracks	• Mostly two-level stations; shorter walk distances • Two-level stations may have pedestrian crossing of tracks	• Mostly two-level stations; shorter walk distances • Two-level stations may have pedestrian crossing of tracks
8. Economic Impacts	• Development/Redevelopment Potential	• Opportunities at various proposed station locations	• Opportunities at various proposed station locations	• Opportunities at various proposed station locations	• Opportunities at various proposed station locations
9. Compatibility with Existing Plans	• Right-of-way and Adjacent Land Uses	• Mn/DOT expansion of I-35E in 20-year plan	• DNR plan for Munger Trail does not include LRT provisions	• DNR plan for Munger Trail does not include LRT provisions	• Joint trail/LRT use tentatively planned by City of St. Paul and Ramsey County
10. Neighborhood Impacts	• Noise • Visual	• Mitigation may be needed at select locations • Some impacts from aerial structures and along railroad right-of-way adjacent to residences	• Mitigation may be needed at select locations • Some impacts from aerial structures and along railroad right-of-way adjacent to residences	• Mitigation may be needed at select locations • Some impacts from aerial structures and along railroad right-of-way adjacent to residences	• Mitigation may be needed at select locations • Some impacts from aerial structures and along railroad right-of-way adjacent to residences
11. Environmental Issues	• Specific Site Problems	• Adjacent parklands and wetlands	• Adjacent parklands and wetlands • Right-of-way acquisition of Keller Lake	• Adjacent parklands and wetlands	• Adjacent parklands and wetlands

The I-35E alignment has a higher cost of construction due largely to the expense of freeway LRT stations and the bridges required for LRT at both ends of the I-35E segment. The traffic impacts of LRT operation on 12th Street in St. Paul may be severe and parking would be eliminated. Pedestrian access to LRT stations on the freeway may be more difficult than stations elsewhere. The alignment does not serve the Maplewood regional business center where continued growth is anticipated. Finally, the overall feasibility of the alignment is directly related to the reconstruction of I-35E. The capital costs estimates for LRT do not include most of the costs of the necessary highway reconstruction. It is assumed LRT would be constructed as part of a larger highway reconstruction and/or expansion project, but the timing of this project is uncertain.

Burlington Northern Alignment

The Burlington Northern alignment would bring improved transit service to St. Paul neighborhoods and would also serve regional commuters. The Burlington Northern would carry more riders than any other alignment. Capital costs are 30 percent lower than any other alignment. The projected population of the area served by LRT would be the highest of the alignments. The alignment could accommodate LRT as well as a trail with each serving transportation and recreational functions.

The Burlington Northern is 3 minutes or 10 percent slower than the I-35E alignment with four additional stops at stations. Fewer new transit riders would be attracted compared to the I-35E alignment. In some sections, the right-of-way abuts the backyards of single family homes where more extensive buffering may be needed. LRT operation through and adjacent to parks and where right-of-way narrows (50-70 feet) may require special design.

COMMITTEE RECOMMENDATIONS

Based on the consideration of the technical study results, the Intergovernmental Committee, Task Force, and Technical Committee developed recommendations regarding a preferred LRT alignment for the Northeast Corridor. The complete recommendations are included in Appendix B of the report.

The members of the Intergovernmental Committee present at its March 12 meeting recommended the Burlington Northern alignment as the preferred alignment in the Northeast Corridor. The Northeast Corridor Task Force and the Technical Committee recommended further study and continued planning for LRT on both the I-35E/Burlington Northern alignment and the Burlington Northern alignment. The committees also recommended that the Ramsey County Regional Railroad Authority proceed with the acquisition of the Burlington Northern right-of-way.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY ACTION

After careful consideration of the technical project information, committee recommendations and comments received from the public, the Ramsey County Regional Railroad Authority on July 9, 1991 adopted a resolution containing the following directives regarding the Northeast LRT Corridor:

1. The Ramsey County Regional Railroad Authority supports the construction of light rail transit in the Northeast Corridor between downtown St. Paul and downtown White Bear Lake.
2. The Ramsey County Regional Railroad Authority will continue negotiations with the Burlington Northern for purchase of right-of-way between downtown St. Paul and Beam Avenue for construction of both LRT and a trail.
3. The Ramsey County Regional Railroad Authority will continue to explore the feasibility for light rail transit in both the I-35E and Burlington Northern corridors so that (1) LRT can be incorporated into reconstruction of I-35E if the opportunity arises and (2) joint LRT/trail development is planned for the Burlington Northern right-of-way.

SPECIAL ISSUES/IMPLEMENTATION

There are several issues which will need to be addressed in more detail during preliminary design and environmental reviews of LRT in the Northeast Corridor. These issues are discussed briefly below:

1. Purchase of the Burlington Northern right-of-way.

The Ramsey County Regional Railroad Authority is currently negotiating with the Burlington Northern Railroad for the acquisition of the BN railroad alignment. This negotiation will need to be satisfactorily completed to proceed with light rail transit in this alignment.

2. Resolution of the downtown connection south of Gillette and coordination of LRT service with other corridors.

The recommended entry to the CBD for the Burlington Northern alignment is via Broadway to Fourth Street in the vicinity of the Gillette Company plant. Selection of the alignment for this connection must be coordinated with the St. Paul South Corridor and the St. Paul East Corridor. It must also be coordinated with the design of highway improvement projects such as the proposed East CBD Bypass. Local area businesses and railroads will need to be involved in the process of determining a preferred alignment for this downtown connection.

3. Provision of a connection via rail line or bus service between the LRT line and the Maplewood regional business center.

Service to the Maplewood regional business center from the BN alignment could be provided either with feeder bus service or with a deviation in the LRT alignment. Preliminary analyses indicate that the area can be adequately served with a feeder bus system. A rail connection would add approximately one mile (four minutes in travel time) to the BN alignment, resulting in an increase in cost of at least \$15 million and no significant change in ridership.

If it is determined that a rail connection should be made, then a specific alignment should be determined and the impacts of this alignment change on the performance and cost of the BN alignment should be reassessed.

4. Staging or phasing of construction.

The regional LRT plan proposes that the Northeast Corridor be constructed in two phases. The first phase, proposed in the regional maximum ten-year plan, would implement LRT from downtown St. Paul to I-694. The second phase, proposed in the twenty-year regional LRT plan, would extend the LRT line from I-694 to White Bear Lake. Future studies may need to address the desirability of staging LRT construction in the corridor. The Intergovernmental Committee and the Task Force have recommended against staging or phasing construction.

5. Joint trail and LRT use of the BN right-of-way.

The LRT alignments under evaluation in the Northeast Corridor include substantial segments of railroad right-of-way that could accommodate both a recreational trail and LRT. The right-of-way width is sufficient to construct a 10-foot hiking and bike trail and double-track LRT with substantial buffering between the two if desired.

In 1989, the Metropolitan Council officially designated the abandoned Burlington Northern Railroad Corridor as part of the Regional Parks and Open Space System with potential shared use with LRT. Ramsey County and the City of St. Paul are developing a trail master plan in coordination with County LRT planning efforts.

Figure 35 provides an example of how LRT and a recreational trail can function together. Landscaping in the right-of-way can serve to buffer LRT from the trail and to buffer both uses from adjacent land uses. It may be desirable or necessary in some locations to construct the trail and LRT closer together or farther apart. Trail access locations and pedestrian/bicycle facilities at LRT stations should be coordinated to allow full circulation and integrated use.

Joint LRT/trail use along the Burlington Northern alignment can enhance the overall value of the corridor by furthering transportation and recreational goals. A trail, as part of a regional network, would strengthen pedestrian and bicycle access to LRT. LRT operation would improve security along the alignment. Both facilities would improve mobility between neighborhoods and increase access to parks, lakes, retail centers and work sites.

6. Schedule for upgrading of I-35E.

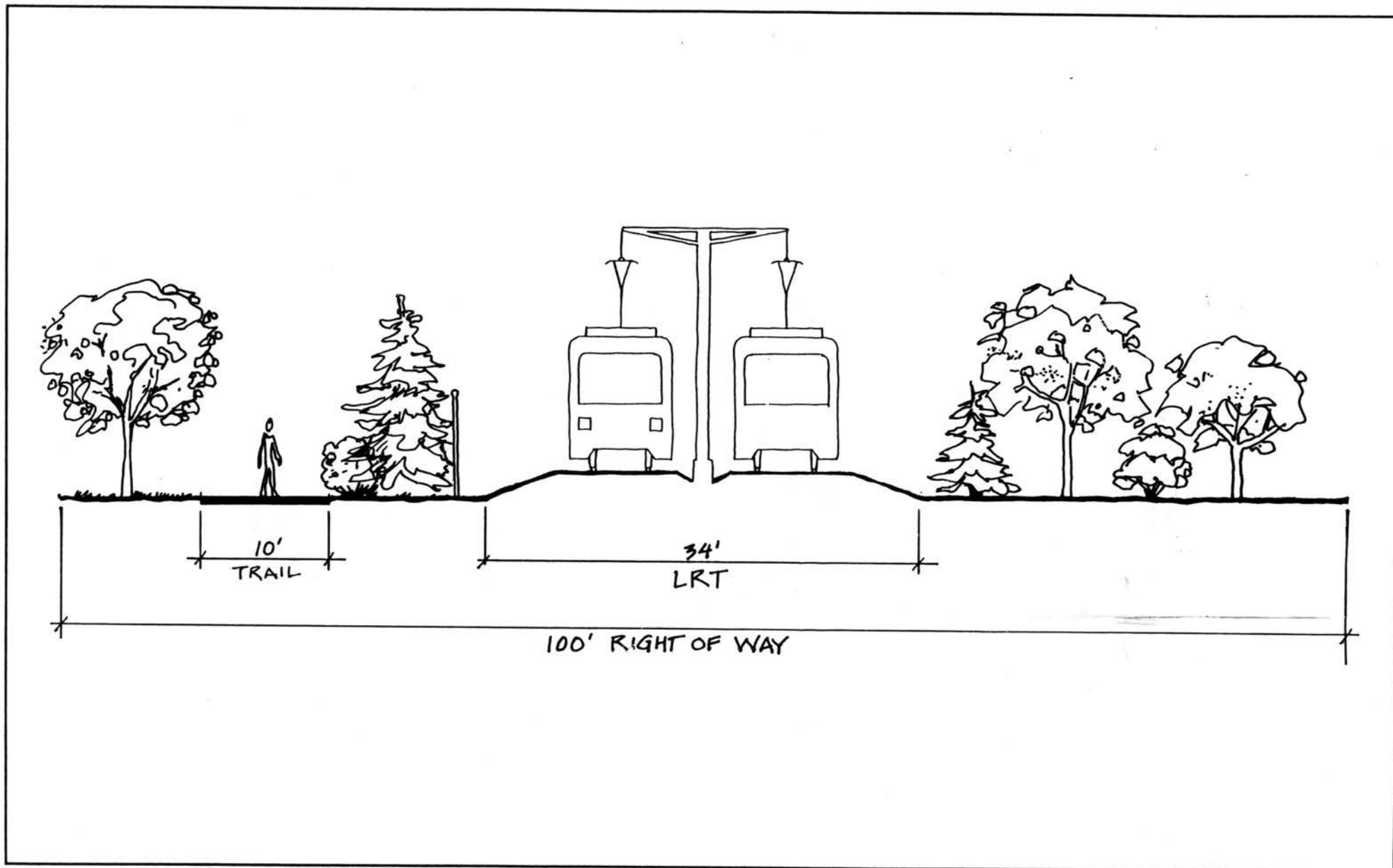
The expansion of I-35E from six to eight lanes is included in the Minnesota Department of Transportation's metro twenty-year plan but it is not a high priority project and funding is uncertain at this time. If funding should become available to reconstruct I-35E, if LRT continues to be a feasible alternative in the I-35E alignment, and if LRT has not yet been constructed along the BN alignment, then consideration should be given to taking advantage of this opportunity to provide LRT as part of the highway reconstruction project.

7. Mitigation of impacts on neighborhoods and/or natural resources.

More detailed analysis of the potential for significant impacts on neighborhoods and natural resources will be required as part of the Environmental Impact Statement process. This process will require the identification of ways to mitigate any significant impacts.

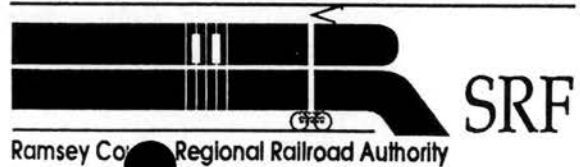
8. Funding

At the present time, there is limited funding available for the planning and design of light rail transit. There is not adequate funding at this time for the construction of LRT in any corridor, including the Northeast Corridor. The availability or lack of funds will determine the schedule for implementation of light rail in this and other corridors.



Northeast Corridor LRT Alignment Study

Figure 35



Joint LRT/Trail Use
TYPICAL SECTION

APPENDIX A

**INTERGOVERNMENTAL COMMITTEE,
NORTHEAST CORRIDOR TASK FORCE
AND
NORTHEAST CORRIDOR
TECHNICAL COMMITTEE MEMBERSHIP**

INTERGOVERNMENTAL COMMITTEE MEMBERSHIP LIST

Committee Chair

John T. Finley, Chair

Ramsey County Regional Railroad Authority

Liz Anderson, Member

Metropolitan Council

Mark Andrew, Chair

Hennepin County Regional Railroad Authority

Thomas Baldwin, Mayor (Alternate)

City of Falcon Heights

Gary Berger, City Administrator (Alternate)

City of Arden Hills

Don Chapdelaine, Chair

Dakota County Regional Railroad Authority

Bruce Davis

Midway Civic and Commerce Association

Michael Ehrlichmann, Chair

Regional Transit Board

Dick Elasky, Assistant District Engineer (Alternate)

Minnesota Department of Transportation

Paul Emeott, Mayor

City of Gem Lake

Roger Goswitz, Councilmember

City of St. Paul

Gary Grefenberg, Executive Secretary

Capitol Area Architectural and Planning Board

Rich Hadley, President

St. Paul Area Chamber of Commerce

Randy Halvorson, Director, Office of Transit

Minnesota Department of Transportation

Sue Hankner, Mayor

City of Mounds View

Joel Hanson, Administrator

City of Little Canada

Mary Hauser, Chair

Washington County Regional Railroad Authority

**INTERGOVERNMENTAL COMMITTEE
MEMBERSHIP LIST - CONTINUED**

Rick Heydinger, Vice President
University of Minnesota External Relations

Steve Jensen, Member
New Brighton Planning Commission

Pat Johnson, Chair
Roseville Planning Commission

Bob Kren
Metropolitan Transit Commission

Harry A. Lyons, Jr., Councilmember
City of North St. Paul

Paul Malone, Councilmember
City of Arden Hills

Paul McCarron, Chair
Anoka County Regional Railroad Authority

Duane McCarty, Commissioner
City of North Oaks

George Marks, Councilmember
City of St. Anthony

George Rossbach, Councilmember
City of Maplewood

Mark Sather, Manager
City of White Bear Lake

Norbert Theis, Member
Regional Transit Board

Bob VandeKamp, Chair
Chisago County Regional Railroad Authority

Jerry Wallin, Councilmember
City of St. Paul

Robert Weisenburger, Supervisor
White Bear Town Board

Richard Wedell, Mayor
City of Shoreview

Cindy Wheeler, Councilmember
City of Lauderdale

NORTHEAST CORRIDOR TASK FORCE MEMBERSHIP LIST

Task Force Chair
Harry Mares
White Bear Lake

Task Force Vice Chair
Ray Mordorski
District 5

Jeanne Cooper
District 17

Gene DeLonais
Little Canada

Chris Diegnau
Payne/Arcade Area Business Assoc.

Karin DuPaul (Alternate)
District 4

Paul Emeott
Gem Lake

Paul Gilliland
District 2

Robert Hohenauer
Vadnais Heights

Gary Jackson
Suburban Chamber of Commerce

Karen Johnson
Little Canada

Richard Kramer (Alternate)
District 2

Bob Lloyd (Alternate)
District 5

**NORTHEAST CORRIDOR TASK FORCE - CONTINUED
MEMBERSHIP LIST**

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East Side Area Business Association

Douglas H. Pfeffer, Sr.
White Bear Township

Susan Omoto (Alternate)
District 4

George Rossbach
Maplewood

George Rossez
Suburban Chamber of Commerce

Dick Sand
White Bear Township

Clarence Seidel
District 4

Lowell Sorenson
White Bear Avenue Business Assoc.

Ken Stevens
White Bear Lake

Bob VandeKamp, Chair (Nonvoting)
Chisago County Regional Railroad Authority

Robert Weisenburger (Alternate)
White Bear Township

Joseph A. Zappa
Maplewood

NORTHEAST CORRIDOR TECHNICAL COMMITTEE MEMBERSHIP LIST

Bev Auld
Metropolitan Transit Commission

Del Barber
MN Department of Natural Resources

Larry Bousquet
Washington County Public Works

Kathryn DeSpiegelaere
Ramsey County Regional
Railroad Authority

Dan Dunford
St. Paul Public Works

Joel Hanson
City of Little Canada

Robert Houle
City of Forest Lake

Ken Huber
City of Hugo

Greg Mack
Ramsey County Parks

Bill Malinen
Town of White Bear

Stephanie Eiler
Regional Transit Board

Geoff Olson
City of Maplewood

Dorothy Person
Chisago County

Bob Piram
St. Paul Parks and Recreation

Allen Lovejoy
St. Paul PED

Mark Sather
City of White Bear Lake

Cecil Selness
MN Dept. of Transportation

Dan Soler
Ramsey County Public Works

Scott Thompson
Metropolitan Transit Commission

Allan L. Torstenson
St. Paul PED

Gerald Urban
City of Vadnais Heights

Bob Vockrodt
MN Dept. of Transportation

Stephen Wilson
Metropolitan Council

APPENDIX B

**INTERGOVERNMENTAL COMMITTEE,
NORTHEAST CORRIDOR TASK FORCE
AND
NORTHEAST CORRIDOR
TECHNICAL COMMITTEE RECOMMENDATIONS**

INTERGOVERNMENTAL COMMITTEE RECOMMENDATIONS ON THE NORTHEAST CORRIDOR LRT ALIGNMENT STUDY

The Intergovernmental Committee of the Ramsey County Regional Railroad Authority, consisting of elected and appointed representatives of affected cities and agencies, has met regularly since July, 1990 to review information and make recommendations on the Northeast Corridor LRT Alignment Study for Ramsey County. A list of committee members is contained in Appendix A of this report. At its final meeting on March 12, 1991, the committee made these recommendations to be transmitted to the Ramsey County Regional Railroad Authority:

1. The preferred alignment for LRT in the Northeast Corridor is the Burlington Northern alignment. This preferred alignment has available right-of-way, provides an opportunity for a better connection to Maplewood Mall, has lower estimated capital costs and lower estimated operating costs than other alternatives.

The motion passed on a vote of four in favor (Malone, Sather, Marks, Lyons); two opposed (Hanson, Rossbach); two abstentions (Finley, McCarty).

2. The Ramsey County Regional Railroad Authority and other responsible agencies should place a high priority on providing as many grade separated roadway crossings as possible along the length of the alignment selected for construction of LRT in the Northeast Corridor.

NORTHEAST CORRIDOR TASK FORCE RECOMMENDATIONS ON THE NORTHEAST CORRIDOR LRT ALIGNMENT STUDY FOR RAMSEY COUNTY

The Northeast Corridor Task Force, consisting of citizen representatives, has met regularly since July, 1990 to review information and make recommendations on the Northeast Corridor LRT Alignment Study for Ramsey County. A list of committee members is contained in Appendix A of this report. At its final meeting on March 4, 1991, the Task Force made these recommendations to be transmitted to the Ramsey County Regional Railroad Authority:

1. The recommendations of the Technical Committee including further study of both the I-35E/Burlington Northern and the Burlington Northern alignments are accepted with the following amendment:

- . The last line of Item No. 5 in the Technical Committee recommendation is amended to read:

Ramsey County and the City of St. Paul should incorporate LRT into any trail planning for the Burlington Northern alignment so that the community clearly understands that eventual LRT construction there, along with trail use, may be the result.

2. The Task Force is opposed to staging or phasing of construction of LRT that initially ended at I-694, as proposed in the Regional LRT Development and Financial Plan, and recommend that the alignment be built in its entirety to White Bear Lake.
3. In future studies of LRT general community facilities should be considered for adding under special considerations.

NORTHEAST CORRIDOR TECHNICAL COMMITTEE RECOMMENDATIONS ON THE NORTHEAST CORRIDOR LRT ALIGNMENT STUDY

The Technical Committee of the Ramsey County Regional Railroad Authority, consisting of agency staff representatives, has met regularly since July, 1990 to review information and make recommendations on the Northeast Corridor LRT Alignment Study for Ramsey County. A list of committee members is contained in Appendix A of this report. At its final meeting on February 25, 1991, the committee made these recommendations to be transmitted to the Ramsey County Regional Railroad Authority:

1. Four alignments have been studied as alternatives for the implementation of light rail transit in the Northeast Corridor (geographically defined as that portion of Ramsey County east of Rice Street and north of the CN&W Railroad and I-94):
 - . I-35E/BN
 - . I-35E/Munger Trail/T.H. 61
 - . I-35E/Munger Trail/BN
 - . BN Railroad
2. The I-35E/Munger/T.H. 61 alignment offers no significant advantages over the other three alignment alternatives and has the following disadvantages:
 - . Lowest total riders and lowest number of new riders with high cost
 - . Unique right-of-way problems including the DNR status of the Munger Trail and impacts along Keller Lake
 - . Two to three times as many at-grade crossings as the other alignments

Therefore, it is recommended that this alignment no longer be considered as a feasible alternative for LRT.

3. The remaining three alignments have similar performance characteristics with each having strengths and weaknesses.
 - . The strengths of the I-35E alignment are that it attracts the most new riders and has the shortest travel time. Its weaknesses are cost, impacts on 12th Street, lack of service to the Maplewood regional business center, and overlap with the Northwest LRT Corridor. Construction within an interstate right-of-way may be an advantage or a disadvantage, depending on decisions regarding highway improvements on I-35E.

- . The strengths of the BN alignment are lowest cost, highest ridership, service to the Maplewood regional business center and ability for through-routing of trains from other LRT corridors. Its weaknesses are lower new riders and longer travel times. The suggested combined rail/trail use of the alignment may be viewed as either a strength or a weakness.
 - . The I-35E/Munger Trail/BN alignment is a hybrid alignment with no particular strengths over the I-35E or the BN alignments. It has lower ridership and higher costs. It utilizes a DNR trail and has the same impacts on 12th Street as the I-35E alignment.
4. The BN alignment performs better in all respects than the I-35E alignment for those criteria showing differences among the alignments with the exception of the attraction of new riders. In addition, the BN alignment meets regional thresholds for LRT while the I-35E alignment does not; the BN alignment provides better transit service to the St. Paul central city than the I-35E alignment; and the potential recreation opportunities along the BN may increase weekend and evening ridership and create a unique attraction in the Northeast Corridor. However, there are uncertainties regarding the timing of LRT construction in the Northeast Corridor and the costs associated with joint rail/trail use. The I-35E alignment offers some advantages as a commuter corridor. If highway reconstruction is scheduled on I-35E, this could become an important opportunity for LRT construction in the Northeast Corridor.
 5. Therefore, it is recommended that both the I-35E and the Burlington Northern alignments be considered viable options for LRT construction in the future. Planning should continue on both alignments. Mn/DOT should be encouraged to include LRT as an option for upgrading I-35E. Ramsey County and the City of St. Paul should incorporate LRT into any trail planning for the Burlington Northern alignment so that the community clearly understands that eventual LRT construction there, along with trail use, is the ultimate intent.
 6. It is further recommended that the Ramsey County Regional Railroad Authority proceed with the acquisition of the Burlington Northern Railroad.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY Originating Department <u>K. DeSpiegelaere</u> <u>8/5/91</u> Authorized Signature Date	Board Action Requested Approve Environmental Assessment Worksheet and Draft Scoping Decision Document for South Light Rail Transit Corridor. Establish September 19 Scoping Meeting date. <u>ACTION IS REQUESTED</u>
--	--

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Environmental Assessment Worksheet and Draft Scoping Decision Document

Budgeting and Accounting <u>Ed Blawie</u> <u>8/5/91</u> County Attorney <u>[Signature]</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
--	---------------------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
August 13, 1991	<u>F. L. Glendon</u>	<u>8/3/91</u>
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for an Environmental Assessment Worksheet and Draft Scoping Decision Document for the South Light Rail Transit Corridor; and

WHEREAS, An Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document have been prepared, in accordance with State requirements, to identify alternatives and environmental issues to be addressed in subsequent Environmental Impact Statement studies for the South Corridor; and

WHEREAS, The documents will be submitted to the Environmental Quality Board (EQB) to initiate the formal public review process, upon approval by Dakota and Ramsey County Regional Railroad Authorities; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the Environmental Assessment Worksheet (EAW) and the Draft Scoping Decision Document for the South Corridor; and Be It Further

RESOLVED, That a public Scoping Meeting for environmental studies on the South Corridor will be held on September 19, 1991, at 7 PM at West St. Paul City Hall to ensure adequate opportunity for public comments on study considerations.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

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

SUBJECT: Approval of the Environmental Assessment Worksheet and
Draft Scoping Decision Document; Establish September 19
Date for Scoping Meeting

DATE: August 2, 1991

Study Approach

The South Corridor light rail transit (LRT) work is following the State Environmental Impact Statement (EIS) process. The purpose of this memorandum is to request approval of the Environmental Assessment Worksheet and Draft Scoping Decision Document and to set a date for a Scoping Meeting.

The report is adopted at this time for the purposes of circulating it for review and comment. Final action on it occurs in October, 1991, after the review period.

Environmental Assessment Worksheet/Draft Scoping Decision Document

The first major products of the State environmental process are the Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document. These documents identify major alternatives to be studied and lay the foundation and framework for subsequent Preliminary Engineering (PE) and Environmental Impact Statement (EIS) studies. Major alternatives to be addressed in the EIS include one no-build option and potential LRT alignments.

Approval of these documents by the Regional Railroad Authority will allow them to be submitted to the Environmental Quality Board, starting the environmental review process. The schedule requires a public Scoping Document Meeting on September 19. Approval of the September 19 meeting time is also sought in the proposed resolution.

Environmental Review Process Overview

The proposed environmental review process includes the Regional Railroad Authority's approval of the attached Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document. The document will then be submitted to the Environmental Quality Board and distributed for public review, followed by a required public Scoping Meeting on September 19. The Final Scoping Document will be completed in October. The EIS study may officially begin upon completion of the scoping process if that is desired by Dakota and Ramsey County Regional Railroad Authorities.

Recommendations:

- 1) Approve the Environmental Assessment Worksheet and Draft Scoping Decision Document for the South Corridor.
2. Establish September 19, 7 PM, as the date and time of the public Scoping Meeting.

KD/blk
Attachments

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>8/2/91</u> Authorized Signature Date	<u>Board Action Requested</u> Approve recommendations from South Light Rail Transit Corridor Meetings on (a) community involvement and (b) Concord Street alignment. <u>ACTION IS REQUESTED</u>
--	---

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Summary of South Corridor Meeting of July 30 at Our Lady of Guadalupe Church
 - 4) Attendance list from July 30 meeting
 - 5) Comment cards from July 30 meeting

<u>Budgeting and Accounting</u> <u>Ed Beaulieu</u> <u>8/5/91</u> <u>County Attorney</u> <u>Donna M. Miller</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
---	---

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>August 13, 1991</u>	<u>J. L. Glendinning</u>	<u>8/3/91</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority and Dakota County Regional Railroad Authority have completed a Draft Environmental Assessment Worksheet and Draft Scoping Decision Document for the South Light Rail Transit Corridor; and

WHEREAS, The South Corridor Advisory Committee has requested that their continuing interest in serving on a committee discussing South Corridor issues in subsequent light rail transit studies be conveyed to the Railroad Authorities; and

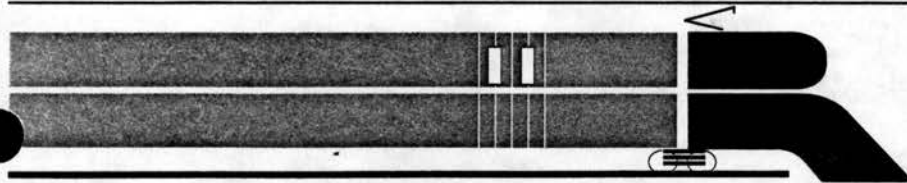
WHEREAS, The recommendation of those attending a July 30 meeting in the South Corridor is that an alignment along Concord Street between Wabasha Street and Lafayette Freeway be considered in subsequent light rail transit studies; Now, Therefore, Be It

RESOLVED, That the Final Environmental Assessment Worksheet and Final Scoping Decision Document should specify that if subsequent phases of study are undertaken of light rail transit in the South Corridor, consideration should be given to:

- (a) Additional involvement of the community; and
- (b) Additional evaluation of an alignment alternative along Concord Street west of Lafayette Freeway.

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 *KS*

SUBJECT: Approve Recommendations from South Light Rail Transit
Corridor Meetings on Community Involvement and Concord Street
Alignment

DATE: August 2, 1991

The purpose of this memorandum is to provide you with information on the process that has been followed for the South Corridor and inform you about two recent meetings relating to the South Corridor. Recommendations relating to the South Corridor were made at these meetings.

PROCESS

Ramsey and Dakota County Regional Railroad Authorities have contracted with BRW for work on the South Corridor that is nearing completion. The final phase of work under this contract is the completion of an Environmental Assessment Worksheet and Scoping Decision Document. This material has been prepared in draft form, will be the subject of public review and comment, and will be returned with modifications to the Railroad Authorities for their approval in October, 1991.

Ramsey and Dakota County Regional Railroad Authorities may elect to continue South Corridor studies with an additional contract for an Environmental Impact Statement and preliminary design, as has been done for the Midway Corridor.

MEETINGS

Two recent meetings related to the South Light Rail Transit Corridor included items that should be brought to your attention.

The **South Corridor Advisory Committee** includes citizen members from both Ramsey and Dakota Counties. At its July 11 meeting, the committee passed these motions:

1. The members of the Committee asked that their interest in continuing to serve on a committee discussing South Corridor issues in subsequent studies be conveyed to the Railroad Authorities.

2. The Wall/State Street alignment be recommended as the downtown connection for the St. Paul South Corridor.

This motion passed with one abstention and one nay vote. Please note that none of the Ramsey County members of the committee were in attendance at this meeting.

3. The terminus of the St. Paul South LRT Corridor should be at Upper 55th Street.
4. Both the east and west sides of Lafayette Freeway should be retained for further study in the preliminary design/Environmental Impact Statement process.
5. LRT stations should be located at Plato Boulevard, Concord Street, Butler Avenue, Thompson/Wentworth Avenue, Southview Boulevard and Upper 55th Street.

Another meeting was held with the residents and business owners in the West Side area of St. Paul on July 30 at Our Lady of Guadalupe Church. A summary of the comments and questions from the meeting, prepared by Jill Goski, and the attendance list are attached. Comment cards received at the meeting are also attached.

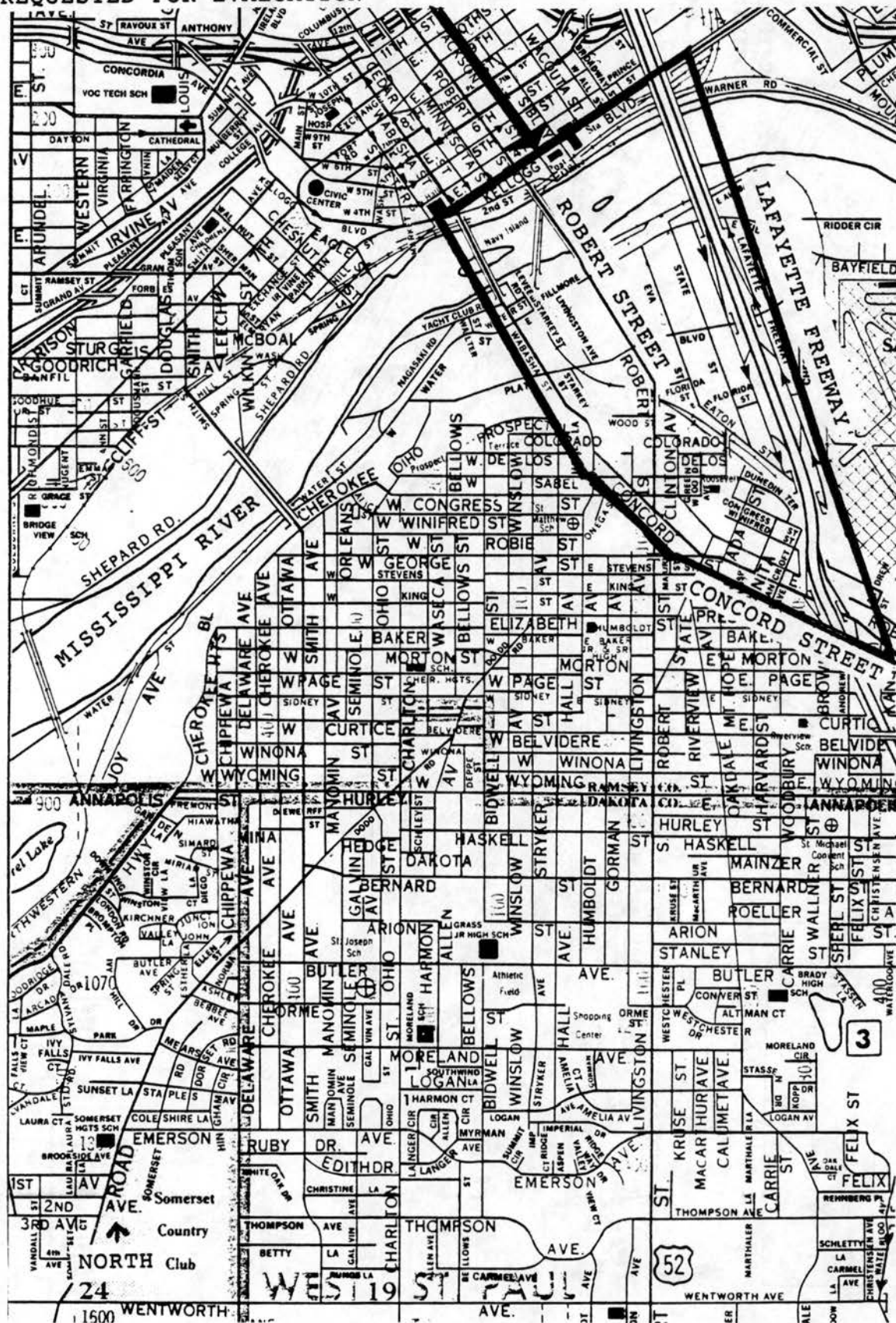
One of the conclusions at the July 30 meeting was that if subsequent studies are undertaken, Ramsey and Dakota County Regional Railroad Authorities should examine an alternative to the proposed Wall/State Street alignment from downtown St. Paul, connecting south of the Mississippi River to State Street and Lafayette Freeway (Figure 1). The alternative those at the meeting asked to be examined is one that would have light rail transit vehicles cross the river from downtown St. Paul in the vicinity of Wabasha or Robert Street and travel along Concord Street to Lafayette Freeway (Figure 2).

Recommendation:

The Final Environmental Assessment Worksheet and Final Scoping Decision Document should specify that if subsequent phases of study are undertaken in the South Light Rail Transit Corridor, consideration should be given to (a) additional involvement of the community and (b) additional evaluation should be given to an alignment alternative that travels along Concord Street west of Lafayette Freeway. Other recommendations of the Corridor Advisory Committee are already incorporated into the Environmental Assessment Worksheet and Draft Scoping Decision Document.

A resolution has been prepared that addresses these issues.

AREA WHERE ADDITIONAL ALIGNMENT ALTERNATIVES HAVE BEEN REQUESTED FOR EVALUATION



ST. PAUL SOUTH LIGHT RAIL TRANSIT CORRIDOR

Public Meeting on LRT in the South Corridor
7/30/91

Questions/comments:

1. How does the LRT system function in this climate with snow and ice?
2. If the feeder bus is delayed and misses the targeted time transfer, how long will someone have to wait for the next train?
3. Were there any east/west feeder buses planned for the West Side area? If I want to go to Downtown St. Paul I would take a bus, but if I want to go to Minneapolis or south to Inver Grove Heights I would like to use the LRT and it sounds like it will not be available unless I go downtown to link up with it.
4. Was it considered to put LRT along the river to South St. Paul?
5. The plan appears to be slanted to the suburbs because the stations in the cities are bare bones and have no park and ride lots.
6. At the Building and Land Use Committee Meeting two weeks ago, we discussed having LRT come down Robert to Concord then down Concord to Lafayette because it would develop some businesses.
7. What is the reason for having any at-grade crossings?
8. At what speed will the LRT travel?
9. You'll kill a lot of people with at-grade crossings. Planes and autos have taken all passengers away from the railroads. Trucks have taken all the freight away from the railroads. How much have Hennepin County and Ramsey County already spent on LRT? Hennepin has spent about \$20 million and Ramsey about \$3 million. We destroyed the best system we had in 1954 - we had 525 miles of the best street car system. Never live west of where you work - that is why Hennepin County has so many accidents. LRT might be okay - they condemned enough right-of-way for the freeways. John Derus is going to see that he gets LRT for Hennepin County. Why isn't someone here from the Ramsey County Board? Where did the \$3 million go? I bought my house in 1944 and paid \$24 in taxes, now I pay over \$800.
10. Connection to Concord would be a very important connection for the West Side otherwise it serves as a launching pad for the suburbs. Also, it would be more interesting to approach downtown St. Paul from a better vantage point. I think it would be valuable to look at some kind of loop on the West Side.
11. I'm not convinced that LRT is quiet. Could you identify some systems where the LRT system is quiet?
12. There is a tendency to look at a piece of the picture and not the big picture. What kind of commitment will there be from various

levels of government? How is the Metropolitan Council involved? How do we know this is being planned sensibly? Tons of money is going into the infrastructure from various sources. Where are the assessments of the other impacts - economic, environmental, social? This system will encourage further expansion and urban sprawl.

13. I am concerned about the economic impact on the West Side regardless of the alignment. I am inclined to believe the Wabasha connection to downtown would be more beneficial to the West Side. What timeframe are we working under to come to concrete decisions from this area?

14. I think the District Council should serve as a vehicle for community input. They could set up a group of people to monitor the project and formulate West Side position and if necessary put pressure on the planning entity.

15. We don't have to sacrifice the needs of the West Side for the needs and economic development of Downtown St. Paul. Could the County set up meetings with the consultants and the West Side community to discuss issues?

16. We always need to take into consideration other factions of the community beyond the business community - people, neighborhoods, churches, schools, parks, etc.

17. People on the West Side have been uprooted many times by the government. I think the planners look at where they will get the least resistance and they think it is the West Side.

DATA PRIVACY WARNING: Sign-in sheets will be included in the record of public meetings.

SIGN-IN SHEET

JULY 30, 1991

7:30 PM

OUR LADY OF GUADALUPE CHURCH
530 Andrew Street
St. Paul, Minnesota

Public Meeting on Light Rail Transit in the South Corridor

NAME	REPRESENTING	ADDRESS/PHONE
Jill Danner	WSCO	791 Ottawa St Paul 224-7910
Greg Lichti	"	625 Stryker St Paul 293-1708
Deborah	Self	69 Congress " 222-2183
Olivia Trasher	Self	330 E Robie St. Paul
FRED PEREZ	West Side	360 W Steven St. Paul
Gilbert Delao	Resident	277 Concord St Paul
Margaret Zeglin	510 Humboldt #311	St. Paul 55107
Jerry Hackenmuller	530 Andrew St.	St. Paul 55107
Paul J. LaCava	511 E. Behndre	
Valeen + David Atkinson	153 W. Loran.	W. St. Paul
Marcelina M. Vasquez	298 E. Winifred	55107 224-0609
Margarita Rorick	129 E Congress	St. Paul, 55107
Ronald Ben Block	431 E. Belvidere St.	St Paul 221-2987
Michael Paul Weber	2120 XERXES AVE	Minneapolis MN 55411 5225609

DATA PRIVACY WARNING: Sign-in
sheets will be included in the
record of public meetings.

SIGN-IN SHEET

JULY 30, 1991

7:30 PM

OUR LADY OF GUADALUPE CHURCH
530 Andrew Street
St. Paul, Minnesota

Public Meeting on Light Rail Transit in the South Corridor

NAME	REPRESENTING	ADDRESS/PHONE
Meg Tripp	self	870 S. Smith / 227-7598
Manuel G. Soto	self	454 Concord St 222-6060
Brian Muller	self	197 Percott / 227-6951
Samuel O. Verdugo	CSBA	176 Concord 222-6347
AL HARTL	SELF	8555 ANN MARIE TRAIL I.G.H 4507586
Rose Lucio	387	Robie Street 55107
Zona Butler	83 E Isabelle	St Paul MN 55107 291758
Steve Hoffman		
Jack Militello		
Jill Gaski		
Tony Heppelmann		
Kathy Despieler		

Ramsey County Regional Railroad Authority Public Meeting
WRITTEN STATEMENT



NAME Joe Hoover
ADDRESS 69 Congress

Check One

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

Position, Agency or Group

STATEMENT I'd like to see
the LRT go down CONCORD from
Wabasha - The Wabasha bridge
is going to be torn down soon '94
it could be developed to accomodate
L.R.T.

-MAKE IT SERVE THE CITY
AS WELL AS THE SUBURBS

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

Ramsey County Regional Railroad Authority Public Meeting
WRITTEN STATEMENT



NAME Alicia A. Praska
ADDRESS 330 E Bobie

Check One

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

Position, Agency or Group

STATEMENT I think the idea is good
but move it over to So. St. Paul
where there is land that can be
used. Since the bus is going to
take it down to Lafayette I don't
see any difference it going a little further. I think
other people are getting something at our expense.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY Originating Department <u>K. DeSpiegelaere</u> <u>8/2/91</u> Authorized Signature Date	Board Action Requested Authorize staff to negotiate a contract for Phase II preliminary engineering for light rail transit in the Midway Corridor with BRW, Inc. <u>ACTION IS REQUESTED</u>
--	---

Request Justification

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

Budgeting and Accounting <u>Ed Blawie</u> <u>8/5/91</u> County Attorney <u>[Signature]</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
--	---------------------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
August 13, 1991	<u>F. L. Glendinning</u>	<u>8/3/91</u>
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority Commissioners authorized a request for proposals for consultant services for Phase II preliminary engineering for light rail transit for the Midway Corridor; and

WHEREAS, A committee of eight has reviewed the proposals, listened to presentations from the two firms which submitted proposals, and made a recommendation that the team of BRW, Inc.; BRW Architects, Inc.; Bechtel Corporation; LTK Engineering Services; American Engineering Testing, Inc.; Toltz King Duvall Anderson & Associates Inc. be offered a contract; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad authority staff is authorized to negotiate a contract with BRW for consultant services for Phase II preliminary engineering for light rail transit for the Midway Corridor; and Be It Further

RESOLVED, That staff is directed to return the proposed contract to Ramsey County Regional Railroad Authority for acceptance and approval.

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 *XD*

SUBJECT: Consultant Selection for Midway Corridor LRT Preliminary Engineering Phase II

DATE: August 1, 1991

The staff recommendation for consultant services for Midway Corridor Light Rail Transit Preliminary Engineering Phase II is that the team of BRW, Inc.; BRW Architects, Inc.; Bechtel Corporation; LTK Engineering Services; American Engineering Testing, Inc.; Toltz King Duvall Anderson & Associates Inc. be selected to negotiate a contract to perform the work. BRW is located in Minneapolis.

Requests for proposals were sent to 38 firms. Proposals were received from the BRW team and from a team led by Parsons Brinckerhoff Quade & Douglas that included Barton-Aschman Associates, Inc.; Horizons, Inc.; Schoell & Madson, Inc.; Twin City Testing Corporation; Winsor/Faricy; Manna Consultants, Inc.; Wilson, Ihrig Associates, Inc. Parsons' headquarters are in New York and the firm has a Minneapolis office.

A comparison of the proposals indicated:

	<u>BRW</u>	<u>Parsons</u>
Project Manager:	Dennis Probst	Robert J. McFarlin
Estimated Cost:	\$2,940,000	\$2,939,771
Estimated Person Hours:	28,356	28,605
Estimated Time to Complete Project:	14 months	12 months

Presentations were made on July 29 to a group comprised of eight staff representatives from the City of St. Paul Planning and Economic Development Department, City of Minneapolis Public Works Department, Minnesota Department of Transportation, Regional Transit Board, Hennepin County Regional Railroad Authority, and Ramsey County Regional Railroad Authority.

We were favorably impressed with the proposals, experience, personnel, and presentations of both firms. The recommendation of the staff group is to select BRW for these reasons:

1. Familiarity with local issues
2. Ability to build upon previous work
3. Proposed budget for tasks which more closely matched staff expectations.
4. Availability of staff locally.

An issue that should be brought to your attention is that both firms have indicated that the proposed maximum budget of \$2,940,000 specified in the request for proposal for preliminary engineering to the 30% level is low. Parsons indicated the proposed work program exceeded the budget by about \$2 million. BRW indicated the budget is about \$1 million short, and they would have to work smarter, decreasing the level of detail but providing all products, since there are no extra funds available for the work.

Ramsey County Regional Railroad Authority has previously been awarded state funds in the amount of \$1,709,000 for 50% of the costs of Phase II Preliminary Engineering for the Midway Corridor. That amount includes funding for staff and administrative costs in addition to the consultant contract. A portion of the costs for this contract, approximately 12%, will be the responsibility of Hennepin County Regional Railroad Authority. Levies by Ramsey County Regional Railroad Authority from previous years will fund the balance of the contract.

Recommendation:

A resolution is attached approving the selection of the BRW team. A contract will be prepared with BRW and returned to you for your approval at a subsequent meeting.

KD/blk
Attachment

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere

Authorized Signature

7/15/91

Date

Board Action Requested

Approve request from City of St. Paul for extension of time to approve/disapprove preliminary design plans for light rail transit for the Midway Corridor.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Letters from Mayor Scheibel

Budgeting and Accounting

Ed Klauz

County Attorney

[Signature]

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

August 13, 1991

Signature

F. L. Skenderning

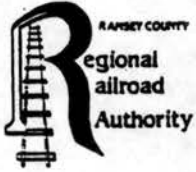
Signature

Date

8/3/91

Date

Board Date



Resolution Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority on May 14, 1991, adopted a resolution approving circulation of preliminary design plans for light rail transit for the Midway Corridor for public review; and

WHEREAS, Ramsey County Regional Railroad Authority and Hennepin County Regional Railroad Authority held public hearings on the preliminary design plans on June 25, 1991; and

WHEREAS, Minnesota law requires that the City of St. Paul shall review and approve or disapprove preliminary design plans within 45 days after the June 25 public hearing; and

WHEREAS, A request has been received from Mayor James Scheibel of the City of St. Paul that the response date be extended one additional month from August 9 to September 9; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority agrees to extend the date for which a response is due from the City of St. Paul on preliminary design plans for light rail transit in the Midway Corridor to September 9, 1991.

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: Request from the City of St. Paul for extension of time
to approve/disapprove preliminary design plans for
light rail transit for the Midway Corridor

DATE: July 15, 1991

On May 14, 1991, Ramsey County Regional Railroad Authority adopted a resolution approving circulation of preliminary design plans for light rail transit for the Midway Corridor for public review. The plans were distributed to the cities of St. Paul, Minneapolis, the Regional Transit Board, the Metropolitan Council, and others.

On June 25, both Ramsey County Regional Railroad Authority and Hennepin County Regional Railroad Authority held public hearings on the preliminary design plans.

State law requires that the city shall review and approve or disapprove the plans within 45 days after the hearing by the Railroad Authorities. Failure to approve or disapprove the plans in writing within 45 days after the hearing is deemed to be approval, unless an extension of time is agreed to by the city and the Railroad Authority.

The City of Minneapolis has scheduled a public hearing on the preliminary design plans on July 24 at 4 PM in 319 City Hall.

The City of St. Paul has requested an extension of the August 9 response date to September 9, 1991 (see letters attached).

Recommendation:

A resolution for your consideration approving the extension to September 9 is attached.

KD/blk
Attachment



JAMES SCHEIBEL
MAYOR

CITY OF SAINT PAUL
OFFICE OF THE MAYOR

347 CITY HALL
SAINT PAUL, MINNESOTA 55102
(612) 298-4323

RECEIVED

JUL 29 1991

BY BOARD OF RAMSEY
COUNTY COMMISSIONERS

June 28, 1991

Mr. John T. Finley, Chairman
Ramsey County Regional Railroad Authority
316 Courthouse
Saint Paul, MN 55102

RE: Request for Extension for City Review of Midway Corridor LRT Preliminary Design

Dear Mr. Finley:

We have received the Preliminary Design for the Midway Corridor Light Rail Transit Project you transmitted for our review. It is currently being reviewed by the City Planning Commission. The City Council will hold a public hearing on the plans as required under Minnesota Statutes.

While our response to you is due by August 9, 1991, under the City Early Notification Policy a 45 day notice should be provided for the City Council public hearing. I have asked the City Council to schedule a public hearing on the Preliminary Design for the earliest possible date while providing for a 45 day notification period.

This is written to request an extension to September 9, 1991, for City review and approval or disapproval of the Preliminary Design to give us time to hold a public hearing as required under Minnesota Statutes while meeting our own criteria for public hearing notification.

Sincerely,

James Scheibel
Mayor

JS/bp

cc: President William Wilson and
Members of the City Council
Tom Eggum, Public Works
Robert Sprague, PED



JAMES SCHEIBEL
MAYOR

CITY OF SAINT PAUL
OFFICE OF THE MAYOR

347 CITY HALL
SAINT PAUL, MINNESOTA 55102
(612) 298-4323

June 28, 1991

President William Wilson
and Members of the City Council
719 City Hall
Saint Paul, MN 55102

RECEIVED

JUL 09 1991

BY BOARD OF RAMSEY
COUNTY COMMISSIONERS

RE: Request for City Council Public Hearing on Midway Corridor Light Rail Transit
Preliminary Design

Dear President Wilson and Members of the City Council:

The City has received the Preliminary Design for the Midway Corridor Light Rail Transit Project from the Ramsey County Regional Railroad Authority (RCRRA) for our review and approval or disapproval. The City is required to hold a public hearing and approve or disapprove the Preliminary Design under Minnesota Statutes 473.169, Subd. 3. If we disapprove the plans, we must describe specific amendments to the plans that, if adopted, would cause us to withdraw our disapproval.

The Planning Commission will review the Preliminary Design at its July 12, 1991, meeting and submit its recommendations for our consideration.

The RCRRA held a public hearing on the Preliminary Design on June 25, 1991. According to Minnesota Statutes, failure by the City to approve or disapprove the plans in writing within 45 days after the hearing (by August 9, 1991) is deemed to be approval, unless an extension of time is agreed to by the City and the RCRRA. However, under the City Early Notification Policy, a 45 day notice should be provided for the City Council public hearing on the Preliminary Design. I have sent the attached letter to the RCRRA requesting an extension to September 9, 1991, for City review and approval or disapproval of the Preliminary Design.

Please schedule a public hearing to consider the Preliminary Design for the Midway Corridor Light Rail Transit Project proposed by the Ramsey County Regional Railroad Authority for the earliest possible date while providing for a 45 day notification period.

Sincerely,

James Scheibel
Mayor

JS/bp

cc: John Finley, RCRRA
Tom Eggum, Public Works
Robert Sprague, PED

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

REGIONAL RAILROAD AUTHORITY

Originating Department

K. LeSpiegel 7/15/91
Authorized Signature Date

Board Action Requested

Quarterly report of payments for RCRRA

April through June, 1991

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution
2) Memorandum from J. Van Houdt dated July 10, 1991

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
August 13, 1991

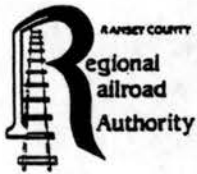
Signature

Date

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period April 1, 1991, through June 30, 1991, and a record of these disbursements is attached; Now, Therefore, Be It

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

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196
Fax: 298-4565

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: July 10, 1991
TO: Terry Schutten, Executive Director
FROM: *JVH* James Van Houdt, Director - Budgeting & Accounting
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: April - June 1991

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period are:

59101	Regional Railroad Authority Administration	\$ 52,471.40
59103	Phase I - Preliminary Engr & EIS - Midway	49,590.46
59105	Phase II PE-Midway Corridor	3,354.99
59106	Right-of-Way Acquisition	12,808.37
59107	Northeast Corridor Study	19,783.23
59108	South Corridor Study	<u>22,345.38</u>
Total		\$160,353.83

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period April through June 1991 and a copy of the Budget Condition Report as of June 28, 1991.

JVH:EG:cn/gcl
Attachments

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

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 1
DATE 7/09/91

REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1991 THRU JUNE 30, 1991

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		STATE AUDITOR							
	59101	020122	CA	94857	043091	00664456	1,295.75	MINNESOTA STATE AUDITOR	
			CA	99088	060491	00681170	355.00	MINNESOTA STATE AUDITORS	
		020122					1,650.75		
		LEGISLATIVE REPRESENTATIVE							
	59101	020154	CA	PA224	052991	00677353	7,500.00	GOVERNMENT RELATIONS GROUP	
			CA	94858	043091	00664457	2,500.00	GOVERNMENT RELATIONS GROUP	
		020154					10,000.00		
		EXECUTIVE DIRECTOR SERVICES							
	59101	020176	IC	98125A	052491	00675451	2,357.52	IC TRANSFER PMT 400 40301	300908 A00438
			IC	99650A	060791	00682383	2,900.92	IC TRANSFER PMT 400 40301	300908 A00439
		020176					5,258.44		
		BUDGETING AND ACCOUNTING SERVICES							
	59101	020179	IC	00593	061491	00685697	566.64	IC TRANSFER PMT 400 40303	300908 A00447
			IC	92912	041291	00656299	1,859.29	IC TRANSFER PMT 400 40303	300908 A00416
			IC	92913	041291	00656299	1,221.82	IC TRANSFER PMT 400 40303	300908 A00399
			IC	98126	052491	00675451	460.40	IC TRANSFER PMT 400 40303	300908 A00426
		020179					4,108.15		
		DATA PROCESSING SERVICES MTCE							
	59101	020185	IC	00594C	061491	00685697	383.69	IC TRANSFER PMT 574 57401	301385 C02169
			IC	97399A	051791	00673082	253.04	IC TRANSFER PMT 574 57401	301385 C01976
			IC	97425A	051791	00673082	270.39	IC TRANSFER PMT 574 57401	301385 C02038
			IC	98127A	052491	00675451	373.34	IC TRANSFER PMT 574 57401	301385 C02107
		020185					1,280.46		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59101	020193	IC	97400	051791	00673082	4,145.96	IC TRANSFER PMT 400 40801	300908 A00015
			IC	97401	051791	00673082	4,405.85	IC TRANSFER PMT 400 47102	300434 B01276
			IC	97401A	051791	00673082	1,231.04	IC TRANSFER PMT 400 47101	300166 B01276
			IC	97402	051791	00673082	1,472.58	IC TRANSFER PMT 400 47109	300434 B01270
			IC	97402A	051791	00673082	890.76	IC TRANSFER PMT 400 47101	300166 B01270
			IC	98128	052491	00675451	1,438.71	IC TRANSFER PMT 400 40801	300908 A00019
			IC	99354	060791	00682383	5,210.77	IC TRANSFER PMT 400 47102	300434 B01320
			IC	99354A	060791	00682383	1,455.95	IC TRANSFER PMT 400 47101	300166 B01320
			IC	99355	060791	00682383	1,588.14	IC TRANSFER PMT 400 47109	300434 B01318
			IC	99355A	060791	00682383	960.66	IC TRANSFER PMT 400 47101	300166 B01318
		020193					22,800.42		
		PUBLIC INFORMATION SERVICES							
	59101	020194	CA	94859	043091	00664458	1,735.00	STRGAR ROSCOE FAUSCH INC	
		020194					1,735.00		
		POSTAGE							
	59101	020202	IC	01728A	062191	00688528	53.68	IC TRANSFER PMT 521 52104	350323 W01069

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 2
DATE 7/09/91

REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1991 THRU JUNE 30, 1991

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT POSTAGE	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
R90	59101	020202	CA	91324C	040291	00651013	290.00	POSTMASTER C/O BUDGETING	
			CA	91324D	040291	00651013	125.00	POSTMASTER C/O BUDGETING	
			IC	94542	042691	00662683	71.89	IC TRANSFER PMT 521 52104	350323 W01003
			IC	98129	052491	00675451	162.88	IC TRANSFER PMT 521 52104	350323 W01039
		020202					703.45		
	59101	TELEPHONE LONG DISTANCE CHARGES							
		020207	CA	93030	041291	00656533	26.07	AT&T COMMUNICATIONS	
			CA	95485	050791	00667264	30.45	AT&T COMMUNICATIONS	
			CA	99950	060791	00682741	14.46	AT&T COMMUNICATIONS	
		020207					70.98		
	59101	TELEPHONE-LOCAL SERVICE							
		020208	CA	94910	043091	00664092	105.71	U S WEST COMMUNICATIONS	
			CA	98162	052491	00675456	127.69	U S WEST COMMUNICATIONS	
		020208					233.40		
R90	59101	TRANSPORTATION ALLOWANCE							
R90		020301	MC	098842	053191	00678676	16.72	GOSKI	JILL
			MC	098843	053191	00678676	45.98	GOSKI	JILL
			MC	098844	053191	00678676	51.68	GOSKI	JILL
			MC	098845	053191	00678676	93.48	GOSKI	JILL
			MC	098846	053191	00678676	57.20	GOSKI	JILL
			MC	098847	053191	00678676	29.98	GOSKI	JILL
			MC	099839	060791	00683182	67.83	DESPIEGELAERE	KATHRYN
			MC	099840	060791	00683182	32.95	DESPIEGELAERE	KATHRYN
		020301					395.82		
	59101	MESSENGER SERVICE							
		020305	CA	00009	061191	00684444	268.40	ROADRUNNER	
			CA	92870	041291	00657163	14.75	ROADRUNNER	
			CA	94860	043091	00664459	211.10	ROADRUNNER	
			CA	96196	051091	00668456	121.60	ROADRUNNER	
			CA	98564	052991	00677354	97.50	ROADRUNNER TRANSPORTATION INC	
		020305					713.35		
	59101	PRINTING & STATIONERY							
		020501	IC	01729A	062191	00688528	235.17	IC TRANSFER PMT 400 41202	300404 H01909
			IC	92914A	041291	00656299	103.64	IC TRANSFER PMT 400 41202	300404 H01744
			IC	92915A	041291	00656299	102.47	IC TRANSFER PMT 400 41202	300404 H01790
			IC	96031	051091	00668354	218.20	IC TRANSFER PMT 400 41202	300404 H01848
		020501					659.48		
	59101	LIABILITY & PROPERTY DAMAGE							
		020611	CA	92871	041291	00657164	250.00	PAULET & ASSOCIATES INC	
		020611					250.00		

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REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1991 THRU JUNE 30, 1991

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR HBR	WAR AMT	VENDOR NAME	
		PARKING SPACE							
	59101	020909	CA	01713	062191	00688694	180.00	VICTORY PARKING INC	
			CA	94467	042691	00662929	180.00	VICTORY PARKING INC	
			CA	97861	052191	00674674	180.00	VICTORY PARKING INC	
		020909					540.00		
		MEMBERSHIP & DUES							
	59101	021401	CA	97862	052191	00674675	140.00	AMERICAN PLANNING ASSOCIATION	
		021401					140.00		
		CONFERENCE & SEMINAR EXPENSES							
	59101	021403	CA	01983	062591	00689973	250.54	DESPIEGELAERE	KATHRYN
			CA	98937	053191	00678677	325.00	APTA	
			CA	99597	060791	00683182	260.00	DESPIEGELAERE	KATHRYN
		021403					835.54		
		OTHER TRAVEL							
	59101	021407	CA	99921	060791	00683183	747.00	CARLSON TRAVEL NETWORK	
		021407					747.00		
		VOLUNTEER/COMMITTEE MEETING EXPENSE							
	59101	021408	CA	96264	051091	00669097	96.99	DESPIEGELAERE	KATHRYN
			CA	99922	060791	00683184	50.00	COFFEE MILL	
		021408					146.99		
		OFFICE SUPPLIES							
	59101	030101	CA	01714	062191	00689082	90.00	GENERAL OFFICE PROD CO	
			CA	94468	042691	00663422	12.25	ST PAUL STAMP WORKS INC	
			CA	94569	042691	00662971	83.65	ST PAUL CITY OF	
			CA	98182	052491	00675723	16.27	ST PAUL CITY OF	
		030101					202.17		

RAMSEY COUNTY REGIONAL RAILROAD AUTH 52,471.40

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RCRRA PHASE 1 PRELIM ENGR * EIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		CONSULTING SERVICES							
	59103	020102	CA	PA800	050391	00666288	22,414.41	BRW INC	
			CA	PA800	062191	00689083	10,335.08	BRW INC	
			CA	92074	040991	00653994	1,486.36	BRW INC	
		020102					34,235.85		
		EXECUTIVE DIRECTOR SERVICES							
	59103	020176	IC	98125	052491	00675451	1,672.00	IC TRANSFER PMT 400 40301	300908 A00438
			IC	99650C	060791	00682383	869.44	IC TRANSFER PMT 400 40301	300908 A00439
		020176					2,541.44		
		DATA PROCESSING SERVICES - MTCE							
	59103	020185	IC	00594A	061491	00685697	104.87	IC TRANSFER PMT 574 57401	301385 C02169
			IC	97399	051791	00673082	175.12	IC TRANSFER PMT 574 57401	301385 C01976
			IC	97425C	051791	00673082	228.70	IC TRANSFER PMT 574 57401	301385 C02038
			IC	98127C	052491	00675451	112.87	IC TRANSFER PMT 574 57401	301385 C02107
		020185					621.56		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59103	020193	IC	95326	050391	00665602	435.49	IC TRANSFER PMT 400 47101	300166 B01280
			IC	95326A	050391	00665602	719.95	IC TRANSFER PMT 400 47109	300434 B01280
			IC	97403	051791	00673082	3,527.16	IC TRANSFER PMT 400 40801	300908 A00016
			IC	97404	051791	00673082	189.39	IC TRANSFER PMT 400 47101	300166 B01275
			IC	97404A	051791	00673082	677.82	IC TRANSFER PMT 400 47102	300434 B01275
			IC	98130	052491	00675451	541.45	IC TRANSFER PMT 400 40801	300908 A00020
			IC	99356	060791	00682383	1,355.21	IC TRANSFER PMT 400 47109	300434 B01317
			IC	99356A	060791	00682383	819.76	IC TRANSFER PMT 400 47101	300166 B01317
			IC	99357	060791	00682383	4.97	IC TRANSFER PMT 400 47101	300166 B01322
			IC	99357A	060791	00682383	211.81	IC TRANSFER PMT 400 47102	300434 B01322
		020193					8,483.01		
		PUBLIC INFORMATION SERVICES							
	59103	020194	CA	91528	040591	00653193	162.35	MERRIAM PARK POST	
			CA	97863	052191	00674676	225.04	THOLE PRINTING	
		020194					387.39		
		POSTAGE							
	59103	020202	IC	01728C	062191	00688528	17.90	IC TRANSFER PMT 521 52104	350323 W01069
			IC	94542B	042691	00662683	50.32	IC TRANSFER PMT 521 52104	350323 W01003
			IC	98129A	052491	00675451	162.88	IC TRANSFER PMT 521 52104	350323 W01039
		020202					231.10		
		MESSENGER SERVICE							
	59103	020305	CA	91529	040291	00651378	22.25	ROADRUNNER	
		020305					22.25		
		PUBLISHING MINUTES & NOTICES							
	59103	020401	CA	00480	061491	00685699	41.05	ST PAUL LEGAL LEDGER INC	

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REGIONAL RAILROAD QTRLY REPORT

PERIOD APRIL 1, 1991 THRU JUNE 30, 1991

RCRRA PHASE 1 PRELIM ENGR * EIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
		PUBLISHING-MINUTES-&-NOTICES						
		020401					41.05	
		PRINTING & STATIONERY						
59103		020501	IC	92914	041291	00656299	214.39	IC TRANSFER PMT 400 41202 300404 H01744
			IC	92915	041291	00656299	462.24	IC TRANSFER PMT 400 41202 300404 H01790
		020501					676.63	
		OTHER TRAVEL						
59103		021407	CA	91530	040291	00651379	19.88	Q COFFEE SHOP
			CA	94469	042691	00663423	838.00	CARLSON TRAVEL NETWORK
			CA	94470	042691	00663423	838.00	CARLSON TRAVEL NETWORK
			CA	94471	042691	00663424	173.23	DESPIEGELAERE KATHRYN
		021407					1,869.11	
		VOLUNTEER/COMMITTEE MEETING EXPENSE						
59103		021408	CA	92991	041291	00657165	297.25	CONCORDIA COLLEGE
			CA	96265	051091	00669098	183.82	SAINT PAUL HOTEL
		021408					481.07	

RCRRA PHASE 1 PRELIM ENGR * EIS

49,590.46

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REGIONAL RAILROAD QTRLY REPORT
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PHASE II PE-MIDWAY CORRIDOR

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59105	CONSULTING SERVICES	020102	CA	90951	040591	00653194	2,747.50	HORIZONS INC
		020102						2,747.50	
	59105	DATA PROCESSING SERVICES - MTCE	020185	IC	00594E	061491	00685697	16.89	IC TRANSFER PMT 574 57401 301385 C02169
		020185						16.89	
	59105	COUNTY PROJECT MANAGEMENT SERVICES	020193	IC	99358	060791	00682383	47.34	IC TRANSFER PMT 400 47101 300166 B01319
				IC	99358A	060791	00682383	169.45	IC TRANSFER PMT 400 47102 300434 B01319
				IC	99359	060791	00682383	140.89	IC TRANSFER PMT 400 47101 300166 B01314
				IC	99359A	060791	00682383	232.92	IC TRANSFER PMT 400 47109 300434 B01314
		020193						590.60	

PHASE II PE-MIDWAY CORRIDOR 3,354.99

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REGIONAL RAILROAD QTRLY REPORT
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RIGHT-OF-WAY ACQUISITION

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		EXECUTIVE DIRECTOR SERVICES							
	59106	020176	IC	99650B	060791	00682383	192.28	IC TRANSFER PMT 400 40301	300908 A00439
		020176					192.28		
		DATA PROCESSING SERVICES - MTCE							
	59106	020185	IC	00594	061491	00685697	4.66	IC TRANSFER PMT 574 57401	301385 C02169
			IC	98127B	052491	00675451	24.08	IC TRANSFER PMT 574 57401	301385 C02107
		020185					28.74		
		SURVEYING SERVICE							
	59106	020192	IC	99360	060791	00682383	1,983.11	IC TRANSFER PMT 400 47101	300166 B01313
			IC	99360A	060791	00682383	3,326.81	IC TRANSFER PMT 400 47110	300188 B01313
			IC	99361	060791	00682383	672.61	IC TRANSFER PMT 400 47101	300166 B01278
			IC	99361A	060791	00682383	1,111.94	IC TRANSFER PMT 400 47110	300188 B01278
			IC	99362	060791	00682383	155.46	IC TRANSFER PMT 400 47101	300166 B01277
			IC	99362A	060791	00682383	257.03	IC TRANSFER PMT 400 47110	300188 B01277
			IC	99363	060791	00682383	949.99	IC TRANSFER PMT 400 47101	300166 B01249
			IC	99363A	060791	00682383	1,570.50	IC TRANSFER PMT 400 47110	300188 B01249
			IC	99364	060791	00682383	554.82	IC TRANSFER PMT 400 47101	300166 B01248
			IC	99364A	060791	00682383	917.21	IC TRANSFER PMT 400 47110	300188 B01248
			IC	99364B	060791	00682383	12.00	IC TRANSFER PMT 400 47105	360202 B01248
			IC	99365	060791	00682383	70.61	IC TRANSFER PMT 400 47110	300188 B01209
			IC	99365A	060791	00682383	42.71	IC TRANSFER PMT 400 47101	300166 B01209
		020192					11,624.80		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59106	020193	IC	97405	061491	00685697	82.85	IC TRANSFER PMT 400 47101	300166 B01274
			IC	97405A	061491	00685697	296.54	IC TRANSFER PMT 400 47102	300434 B01274
			IC	97406	061491	00685697	153.69	IC TRANSFER PMT 400 47101	300166 B01268
			IC	97406A	061491	00685697	254.10	IC TRANSFER PMT 400 47109	300434 B01268
			IC	99651	061491	00685697	170.00	IC TRANSFER PMT 400 47109	300434 B01316
		020193					957.18		
		POSTAGE							
	59106	020202	IC	01728	062191	00688528	5.37	IC TRANSFER PMT 521 52104	350323 W01069
		020202					5.37		
		RIGHT-OF-WAY ACQUISITION							
							12,808.37		

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REGIONAL RAILROAD QTRLY REPORT
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NORTHEAST CORRIDOR STUDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		CONSULTING SERVICES							
	59107	020102	CA	PA017	051091	00669099	8,247.84	STRGAR ROSCOE FAUSCH INC	
			CA	PA017	051791	00673649	5,853.22	STRGAR ROSCOE FAUSCH INC	
		020102					14,101.06		
		EXECUTIVE DIRECTOR SERVICES							
	59107	020176	IC	98125C	052491	00675451	852.72	IC TRANSFER PMT 400 40301	300908 A00438
			IC	99650D	060791	00682383	543.40	IC TRANSFER PMT 400 40301	300908 A00439
		020176					1,396.12		
		DATA PROCESSING SERVICES-MTCE							
	59107	020185	IC	00594D	061491	00685697	51.63	IC TRANSFER PMT 574 57401	301385 C02169
			IC	97399C	051791	00673082	89.48	IC TRANSFER PMT 574 57401	301385 C01976
			IC	97425	051791	00673082	48.37	IC TRANSFER PMT 574 57401	301385 C02038
			IC	98127D	052491	00675451	68.80	IC TRANSFER PMT 574 57401	301385 C02107
		020185					258.28		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59107	020193	IC	97407	051791	00673082	142.04	IC TRANSFER PMT 400 47101	300166 B01272
			IC	97407A	051791	00673082	508.36	IC TRANSFER PMT 400 47102	300434 B01272
			IC	97411	051791	00673082	1,964.69	IC TRANSFER PMT 400 40801	300908 A00017
			IC	98131	052491	00675451	649.74	IC TRANSFER PMT 400 40801	300908 A00021
			IC	99357B	060791	00682383	54.20	IC TRANSFER PMT 400 47101	300166 B01322
			IC	99651	060791	00682383	20.57	IC TRANSFER PMT 400 47109	300434 B01316
			IC	99651B	060791	00682383	115.27	IC TRANSFER PMT 400 47101	300166 B01316
		020193					3,454.87		
		POSTAGE							
	59107	020202	IC	01728D	062191	00688528	6.25	IC TRANSFER PMT 521 52104	350323 W01069
			IC	94542A	042691	00662683	14.37	IC TRANSFER PMT 521 52104	350323 W01003
		020202					20.62		
		PUBLISHING MINUTES & NOTICES							
	59107	020401	CA	97864	052191	00674677	37.35	ST PAUL LEGAL LEDGER INC	
		020401					37.35		
		PRINTING & STATIONERY							
	59107	020501	IC	01729	062191	00688528	6.40	IC TRANSFER PMT 400 41202	300404 H01909
			IC	92915B	041291	00656299	8.25	IC TRANSFER PMT 400 41202	300404 H01790
		020501					14.65		
		VOLUNTEER/COMMITTEE MEETING EXPENSE							
	59107	021408	CA	01864	062191	00689084	404.80	OMAN	LINDA
			CA	92992	041291	00657166	50.48	INDEPENDENT SCHOOL DISTRICT 62	
			CA	99598	060791	00683185	45.00	GENERAL MUSIC INC	
		021408					500.28		

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PERIOD APRIL 1, 1991 THRU JUNE 30, 1991

NORTHEAST CORRIDOR STUDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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NORTHEAST CORRIDOR STUDY						19,783.23		
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REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1991 THRU JUNE 30, 1991

SOUTH CORRIDOR STUDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		CONSULTING SERVICES							
	59108	020102	CA	PA075	042691	00663425	6,450.54	BRW INC	
			CA	PA075	061891	00687692	7,999.45	BRW INC	
		020102					14,449.99		
		EXECUTIVE DIRECTOR SERVICES							
	59108	020176	IC	98125B	052491	00675451	735.68	IC TRANSFER PMT 400 40301	300908 A00438
			IC	99650	060791	00682383	844.36	IC TRANSFER PMT 400 40301	300908 A00439
		020176					1,580.04		
		DATA PROCESSING SERVICES - MTCE							
	59108	020185	IC	00594B	061491	00685697	85.75	IC TRANSFER PMT 574 57401	301385 C02169
			IC	97399B	051791	00673082	77.98	IC TRANSFER PMT 574 57401	301385 C01976
			IC	97425B	051791	00673082	91.49	IC TRANSFER PMT 574 57401	301385 C02038
			IC	98127	052491	00675451	108.08	IC TRANSFER PMT 574 57401	301385 C02107
		020185					363.30		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59108	020193	IC	97408	051791	00673082	486.73	IC TRANSFER PMT 400 47101	300166 B01267
			IC	97408A	051791	00673082	804.65	IC TRANSFER PMT 400 47109	300434 B01267
			IC	97409	051791	00673082	272.25	IC TRANSFER PMT 400 47101	300166 B01271
			IC	97409A	051791	00673082	974.37	IC TRANSFER PMT 400 47102	300434 B01271
			IC	97410	051791	00673082	1,082.90	IC TRANSFER PMT 400 40801	300908 A00018
			IC	98132	052491	00675451	464.10	IC TRANSFER PMT 400 40801	300908 A00022
			IC	99366	060791	00682383	783.48	IC TRANSFER PMT 400 47109	300434 B01315
			IC	99366A	060791	00682383	473.92	IC TRANSFER PMT 400 47101	300166 B01315
			IC	99367	060791	00682383	466.00	IC TRANSFER PMT 400 47102	300434 B01321
			IC	99367A	060791	00682383	130.20	IC TRANSFER PMT 400 47101	300166 B01321
		020193					5,938.60		
		POSTAGE							
	59108	020202	IC	01728B	062191	00688528	6.26	IC TRANSFER PMT 521 52104	350323 W01069
			IC	94542C	042691	00662683	7.19	IC TRANSFER PMT 521 52104	350323 W01003
		020202					13.45		
		SOUTH CORRIDOR STUDY					22,345.38		

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REGIONAL RAILROAD QTRLY REPORT

PERIOD APRIL 1, 1991 THRU JUNE 30, 1991

SOUTH CORRIDOR STUDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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TOTAL REGIONAL RAILROAD AUTHORITY					APRIL 1, 1991 - June 30, 1991			
					FUND 591 TOTAL		160,353.83	

REC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	CONSULTING SERVICES							
020102	150,000.00	0.00	0.00	150,000.00	150,000.00	0.00	0.00	
	STATE AUDITOR							
020122	3,000.00	1,650.75	0.00	1,349.25	1,349.25	0.00	0.00	55.03
	LEGISLATIVE REPRESENTATIVE							
020154	25,000.00	10,000.00	0.00	15,000.00	15,000.00	0.00	0.00	40.00
	COUNTY ATTORNEY SERVICES							
020174	35,000.00	0.00	0.00	35,000.00	35,000.00	0.00	0.00	
	EXECUTIVE DIRECTOR-SERVICES							
020176	68,000.00	5,258.44	0.00	62,741.56	62,741.56	0.00	0.00	7.73
	BUDGETING AND ACCOUNTING SERVICES							
020179	20,000.00	4,444.59	0.00	15,555.41	15,555.41	0.00	0.00	22.22
	DATA PROCESSING SERVICES-MTCE							
020185	7,200.00	1,280.46	0.00	5,919.54	5,919.54	0.00	0.00	17.78
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	140,250.00	34,827.63	0.00	105,422.37	105,422.37	0.00	0.00	24.83
	PUBLIC INFORMATION SERVICES							
020194	30,000.00	1,735.00	0.00	28,265.00	28,265.00	0.00	0.00	5.78
	POSTAGE							
020202	5,755.00	682.09	0.00	5,072.91	5,072.91	0.00	45.00	11.85
	TELEPHONE LONG DISTANCE CHARGES							
020207	380.00	86.55	0.00	293.45	293.45	0.00	0.00	22.78
	TELEPHONE-LOCAL SERVICE							
020208	1,260.00	783.79	0.00	476.21	476.21	0.00	0.00	62.21
	TRANSPORTATION ALLOWANCE							
020301	600.00	333.12	0.00	266.88	266.88	0.00	0.00	55.52
	MESSENGER SERVICE							
020305	600.00	713.35	0.00	113.35CR	113.35CR	0.00	0.00	118.89

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT-EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	PUBLISHING MINUTES & NOTICES							
020401	8,560.00	0.00	0.00	8,560.00	8,560.00	0.00	0.00	
	PRINTING & STATIONERY							
020501	20,800.00	885.23	0.00	19,914.77	19,914.77	0.00	0.00	4.26
	LIABILITY & PROPERTY DAMAGE							
020611	250.00	250.00	0.00	0.00	0.00	250.00	0.00	100.00
	EQUIPMENT & MACHINERY REPAIRS							
020803	45.00	45.00	0.00	0.00	0.00	45.00	0.00	100.00
	BUILDINGS & OFFICE SPACE							
020906	14,700.00	0.00	0.00	14,700.00	14,700.00	0.00	0.00	
	PARKING SPACE							
020909	2,400.00	1,080.00	0.00	1,320.00	1,320.00	0.00	0.00	45.00
	BOOKS, PERIODICALS, SUBSCRIPTIONS							
021101	250.00	0.00	0.00	250.00	250.00	0.00	0.00	
	INTEREST							
021192	0.00	0.68	0.00	0.68CR	0.68CR	0.00	0.00	6800.00
	COMMITTEE COMPENSATION							
021226	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
	MEMBERSHIP & DUES							
021401	500.00	140.00	0.00	360.00	360.00	0.00	0.00	28.00
	CONFERENCE & SEMINAR EXPENSES							
021403	4,750.00	915.54	0.00	3,834.46	3,834.46	0.00	0.00	19.27
	OTHER TRAVEL							
021407	20,000.00	747.00	0.00	19,253.00	19,253.00	0.00	0.00	3.74
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	250.00	162.74	0.00	87.26	87.26	0.00	2,750.00	65.10
	ED MEETING EXPENSES ACCOUNT							
021409	2,500.00	0.00	0.00	2,500.00	2,500.00	2,500.00	0.00	
TOTL 02	565,050.00	66,021.96	0.00	499,028.04	499,028.04	2,795.00	2,795.00	11.68

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT-EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	OFFICE SUPPLIES							
030101	2,000.00	333.18	0.00	1,666.82	1,666.82	0.00	0.00	16.66
	EQUIPMENT							
040300	33,880.00	0.00	0.00	33,880.00	33,880.00	0.00	0.00	
	CONTINGENT APPROPRIATIONS							
061001	400,000.00	0.00	0.00	400,000.00	400,000.00	0.00	0.00	
	RIGHT-OF-WAY ACQUISITION							
061003	1,866,650.00	0.00	0.00	1,866,650.00	1,866,650.00	0.00	108,350.00	
	SOUTH CORRIDOR EIS STUDY							
061007	150,000.00	0.00	0.00	150,000.00	150,000.00	0.00	0.00	
CURR ORG-TOT	3,017,580.00	66,355.14	0.00	2,951,224.86	2,951,224.86	2,795.00	111,145.00	2.20

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R90 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	452,713.74	20,762.89	0.00	431,950.85	431,950.85	0.00	0.00	4.59
ORG-TOT	3,470,293.74	87,118.03	0.00	3,383,175.71	3,383,175.71	2,795.00	111,145.00	2.51

REC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59102	RCRRA - COMPREHENSIVE LRT PLAN							
020102	CONSULTING SERVICES	535.72	0.00	585.72	585.72	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES	237.10	0.00	237.10	237.10	0.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES	292.76	0.00	292.76	292.76	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES	450.36	0.00	450.36	450.36	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE	0.87	0.00	0.87	0.87	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES	1,255.73	0.00	1,255.73	1,255.73	0.00	0.00	
020202	POSTAGE	213.71	0.00	213.71	213.71	0.00	0.00	
020305	MESSENGER SERVICE	9.00	0.00	9.00	9.00	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES	2,200.00	0.00	2,200.00	2,200.00	0.00	0.00	
020501	PRINTING & STATIONERY	1,340.04	0.00	1,340.04	1,340.04	0.00	0.00	
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION	10.00	0.00	10.00	10.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	6.37	0.00	6.37	6.37	0.00	0.00	
TOTL 02		6,601.66	0.00	6,601.66	6,601.66	0.00	0.00	
ORG-TOT		6,601.66	0.00	6,601.66	6,601.66	0.00	0.00	

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
	CONSULTING SERVICES							
020102	535,437.52	372,634.86	131,600.00	162,802.66	31,202.66	0.00	0.00	69.59

	COUNTY ATTORNEY SERVICES							
020174	5,308.74	1,030.68	0.00	4,278.06	4,278.06	0.00	0.00	19.41

	EXECUTIVE DIRECTOR-SERVICES							
020176	3,495.06	10,864.66	0.00	7,369.60CR	7,369.60CR	0.00	0.00	310.86

	BUDGETING AND ACCOUNTING SERVICES							
020179	1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	

	DATA PROCESSING SERVICES-MTCE							
020185	37.72	1,370.30	0.00	1,332.58CR	1,332.58CR	0.00	0.00	3632.82

	COUNTY PROJECT MANAGEMENT SERVICES							
020193	53,959.88	27,397.10	0.00	26,562.78	26,562.78	0.00	0.00	50.77

	PUBLIC INFORMATION SERVICES							
020194	42,820.60	27,696.85	0.00	15,123.75	15,123.75	0.00	0.00	64.68

	POSTAGE							
020202	217.11	325.63	0.00	108.52CR	108.52CR	0.00	0.00	149.98

	MESSENGER SERVICE							
020305	60.90	211.85	0.00	150.95CR	150.95CR	0.00	0.00	347.87

	PUBLISHING MINUTES & NOTICES							
020401	4,452.45	372.55	0.00	4,079.90	4,079.90	0.00	0.00	8.37

	PRINTING & STATIONERY							
020501	971.32	1,038.65	0.00	67.33CR	67.33CR	0.00	0.00	106.93

	INTEREST							
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

	COMMITTEE COMPENSATION							
021226	100.00	0.00	0.00	100.00	100.00	0.00	0.00	

	OTHER TRAVEL							
021407	53.47	1,869.11	0.00	1,815.64CR	1,815.64CR	0.00	0.00	3495.62

PCT OF YEAR ELAPSED = 49.04

REC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING			* CONTINUED *				
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	19.60	2,347.33	0.00	2,327.73CR	2,327.73CR	0.00	0.00	1976.17
TOTL 02	648,136.54	447,159.57	131,600.00	200,976.97	69,376.97	0.00	0.00	68.99
ORG-TOT	648,136.54	447,159.57	131,600.00	200,976.97	69,376.97	0.00	0.00	68.99

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT-EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR							
020102	CONSULTING SERVICES 2,940,000.00	2,747.50	0.00	2,937,252.50	2,937,252.50	0.00	0.00	.09
020174	COUNTY ATTORNEY SERVICES 48,766.86	2,042.96	0.00	46,723.90	46,723.90	0.00	0.00	4.19
020176	EXECUTIVE DIRECTOR-SERVICES 34,983.28	0.00	0.00	34,983.28	34,983.28	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 3,498.00	16.89	0.00	3,481.11	3,481.11	0.00	0.00	.48
020193	COUNTY PROJECT MANAGEMENT SERVICES 327,929.58	590.60	0.00	327,338.98	327,338.98	0.00	0.00	.18
020202	POSTAGE 3,500.00	0.00	0.00	3,500.00	3,500.00	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 4,000.00	0.00	0.00	4,000.00	4,000.00	0.00	0.00	
020501	PRINTING & STATIONERY 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	OTHER TRAVEL 12,000.00	0.00	0.00	12,000.00	12,000.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
TOTL 02	3,396,677.72	5,397.95	0.00	3,391,279.77	3,391,279.77	0.00	0.00	.16
ORG-TOT	3,396,677.72	5,397.95	0.00	3,391,279.77	3,391,279.77	0.00	0.00	.16

REC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT-EXPD YTD
59106	RIGHT-OF-WAY ACQUISITION							
	COUNTY ATTORNEY SERVICES							
020174	34,000.00	533.75	0.00	33,466.25	33,466.25	34,000.00	0.00	1.57
	EXECUTIVE DIRECTOR-SERVICES							
020176	1,600.00	192.28	0.00	1,407.72	1,407.72	1,600.00	0.00	12.02
	BUDGETING AND ACCOUNTING SERVICES							
020179	2,000.00	0.00	0.00	2,000.00	2,000.00	2,000.00	0.00	
	DATA PROCESSING SERVICES-MTCE							
020185	450.00	28.74	0.00	421.26	421.26	450.00	0.00	6.39
	SURVEYING SERVICE							
020192	59,500.00	11,624.80	39,500.00	47,875.20	8,375.20	59,500.00	0.00	19.54
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	9,300.00	957.18	0.00	8,342.82	8,342.82	9,300.00	0.00	10.29
	POSTAGE							
020202	500.00	5.37	0.00	494.63	494.63	500.00	0.00	1.07
	PUBLISHING MINUTES & NOTICES							
020401	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
	PRINTING & STATIONERY							
020501	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
	CONFERENCE ROOMS							
020913	0.00	0.00	0.00	0.00	0.00	9,300.00	9,300.00	
TOTL 02	108,350.00	13,342.12	39,500.00	95,007.88	55,507.88	117,650.00	9,300.00	12.31
ORG-TOT	108,350.00	13,342.12	39,500.00	95,007.88	55,507.88	117,650.00	9,300.00	12.31

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59107	NORTHEAST CORRIDOR STUDY							
	CONSULTING SERVICES							
020102	145,608.98	98,298.73	22,497.75	47,310.25	24,812.50	0.00	0.00	67.51
	COUNTY ATTORNEY SERVICES							
020174	6,950.86	2,687.13	0.00	4,263.73	4,263.73	0.00	0.00	38.66
	EXECUTIVE DIRECTOR-SERVICES							
020176	2,301.53	1,697.08	0.00	604.45	604.45	0.00	0.00	73.74
	BUDGETING AND ACCOUNTING SERVICES							
020179	2,924.15	0.00	0.00	2,924.15	2,924.15	0.00	0.00	
	DATA PROCESSING SERVICES-MTCE							
020185	495.51	404.91	0.00	90.60	90.60	0.00	0.00	81.72
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	83,557.68	8,236.47	0.00	75,321.21	75,321.21	0.00	0.00	9.86
	POSTAGE							
020202	436.28	34.53	0.00	401.75	401.75	0.00	0.00	7.91
	PUBLISHING MINUTES & NOTICES							
020401	500.00	37.35	0.00	462.65	462.65	0.00	0.00	7.47
	PRINTING & STATIONERY							
020501	473.90	14.65	0.00	459.25	459.25	0.00	0.00	3.09
	INTEREST							
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	COMMITTEE COMPENSATION							
021226	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	465.40	500.28	0.00	34.88CR	34.88CR	0.00	0.00	107.49
TOTL 02	244,214.29	111,911.13	22,497.75	132,303.16	109,805.41	0.00	0.00	45.82
ORG-TOT	244,214.29	111,911.13	22,497.75	132,303.16	109,805.41	0.00	0.00	45.82

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD	
59108	SOUTH CORRIDOR STUDY								
020102	CONSULTING SERVICES	65,000.00	21,512.50	25,820.10	43,487.50	17,667.40	0.00	0.00	33.10
020174	COUNTY ATTORNEY SERVICES	2,500.00	3,110.45	0.00	610.45CR	610.45CR	0.00	0.00	124.42
020176	EXECUTIVE DIRECTOR-SERVICES	273.44	2,014.76	0.00	1,741.32CR	1,741.32CR	0.00	0.00	736.82
020179	BUDGETING AND ACCOUNTING SERVICES	322.93	70.83	0.00	252.10	252.10	0.00	0.00	21.93
020185	DATA PROCESSING SERVICES-MTCE	102.01	427.75	0.00	325.74CR	325.74CR	0.00	0.00	419.32
020193	COUNTY PROJECT MANAGEMENT SERVICES	23,932.28	11,624.55	0.00	12,307.73	12,307.73	0.00	0.00	48.57
020202	POSTAGE	188.75	27.37	0.00	161.38	161.38	0.00	0.00	14.50
020401	PUBLISHING MINUTES & NOTICES	200.00	0.00	0.00	200.00	200.00	0.00	0.00	
020501	PRINTING & STATIONERY	200.00	0.00	0.00	200.00	200.00	0.00	0.00	
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
TOTL 02		92,919.41	38,788.21	25,820.10	54,131.20	28,311.10	0.00	0.00	41.74
ORG-TOT		92,919.41	38,788.21	25,820.10	54,131.20	28,311.10	0.00	0.00	41.74
ACT-TOT		7,967,193.36	703,717.01	219,417.85	7,263,476.35	7,044,058.50	120,445.00	120,445.00	8.83
5 FCT-TOT		7,967,193.36	703,717.01	219,417.85	7,263,476.35	7,044,058.50	120,445.00	120,445.00	8.83
FUND CURR TOT		7,514,479.62	682,954.12	219,417.85	6,831,525.50	6,612,107.65	120,445.00	120,445.00	9.09
FUND R90 TOT		452,713.74	20,762.89	0.00	431,950.85	431,950.85	0.00	0.00	4.59
FUND TOTAL		7,967,193.36	703,717.01	219,417.85	7,263,476.35	7,044,058.50	120,445.00	120,445.00	8.83

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<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <u><i>K. P. Schaefer</i></u> <u><i>7/15/91</i></u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Ratify Partial Payment No. 13 to SRF, Inc. in the amount of \$5,845.52. (For Northeast Corridor) <u>ACTION IS REQUESTED</u>
---	--

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 \$5,845.52 for the period ending May 31, 1991, 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. 13
- 3) SRF, Inc. Invoice No. 13 and attachments

County Attorney.

Risk Manager.

Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date
August 13, 1991

Board Date

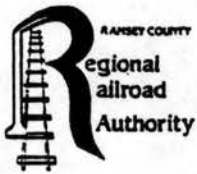
Signature

Date _____

Signature
F. L. Glendon
Signature

Date
8/3/91

Date _____



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of conducting alignment studies for the Northeast Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, governs 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 May 31, 1991; 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. 13, Partial Payment No. 13, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through May 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$5,845.52 for Ramsey County Regional Railroad Authority's share of services rendered through May 31, 1991, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAIL AUTHORITY Date July 8, 1991

(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	\$5,845.52
15-17	18-20	21-25	26-31	32-41

\$5,845.52

Total

(4) PAY TO: 2 01818

8 First Name & Initial 9-22
SRF

Last Name or Firm Name 23-52

53-76

3
8 Address 9-32

Soc Sec No
OR

City State 33-54

Zip Code 55-59

Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 13; Inv. 13; NE Corr. Align. Study

9-60

5 Agreement PA017; Acct. 59107-020102; 5/31/91

9-60

For Risk Management
Use Only

6
8 Last Name First Name 9-24

(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. 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.

BA-354 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.13

PREPARED BY: BK

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

ENTERED BY: BK

PROJECT COST CENTER: 59107 AGREEMENT NO: PA017

DATE: 25 JUN 91

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	98.1%
TOTAL VALUE OF WORK CERTIFIED - 31 MAY 91		\$240,223.96
LESS 5% RETAINAGE		\$12,011.18
AMOUNT DUE		\$228,212.78
LESS PREVIOUSLY APPROVED PAYMENTS:		\$222,367.26
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$5,845.52</u>

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

7/9/91 K. Lespiesschere
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

7/5/91 Charleen Zimmer
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	\$44,152.39
PARTIAL PAYMENT NO. 7	\$11,612.66
PARTIAL PAYMENT NO. 8	\$25,520.19
PARTIAL PAYMENT NO. 9	\$23,593.04
PARTIAL PAYMENT NO.10	\$23,471.78
PARTIAL PAYMENT NO.11	\$8,247.84
PARTIAL PAYMENT NO.12	\$5,853.22
PARTIAL PAYMENT NO.13	\$5,845.52
PARTIAL PAYMENT TOTAL:	\$228,212.77

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$244,865.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDES THIS PAYMENT)	\$228,212.77
AMOUNT REMAINING ON AGREEMENT	<u>\$16,652.23</u>

INVOICE

SRF

STRGAR - ROSCOE - FAUSCH, INC.

Suite 150, One Carlson Parkway N., Minneapolis, MN 55447

612/475-0010

FAX 612/475-2429

Refer to File: 0901380
Invoice Date: 5/31/91

Invoice No.: 13
Period Ending: 5/31/91

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 May:

	CURRENT PERIOD	CUMMULATIVE TO DATE
Total Labor and Overhead	5,698.12	192,857.85
Total Direct Non-Salary Costs	455.05	11,144.11
Subconsultant	0.00	36,222.00
 TOTAL FEE EARNED	 6,153.17	 240,223.96
Less 5% Retainage	307.65	12,011.20
 TOTAL AMOUNT DUE THIS INVOICE	 5,845.52	

BUDGET \$244,865.00
PERCENT COMPLETE 98.1%

COMMISSION # 901380
NORTHEAST LRT CORRIDOR STUDY
PERIOD ENDING: MAY 31, 1991

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	80.00	12.0	960.00
W. Gardner	Trans. Planner	67.02	51.5	3451.53
L. Wiley	Landscape Architect	39.60	1.0	39.60
D. Paulu	Sr. Technician	45.05	12.5	563.13
W. Baker	Technician	39.60	12.0	475.20
V. Martinez	Technician	37.95	4.0	151.80
L. Grover	Technician	35.54	1.6	56.86
-----	TOTALS -----		94.6	5698.12

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING: MAY 31, 1991

NORTHEAST LRT CORRIDOR STUDY

CAT #	CATEGORY	
1	MILEAGE	57.20
2	PARKING	3.00
21	FILM & DEVELOPING	394.85
TOTAL DIRECT EXPENSES		----- 455.05

DIRECT NON-SALARY COSTS (DETAILS)

PERIOD ENDING: MAY 31, 1991

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL
1	31	W Gardner								60.0		15.60
1	31	C Zimmer								95.0		24.70
1	31	W Baker								22.0		5.72
1	31	V Martinez								43.0		11.18
2	31	C Zimmer									3.00	3.00
21	31	Accounts Payable									23.32	23.32
21	31	Accounts Payable									183.38	183.38
21	31	Accounts Payable									188.15	188.15

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Spiegelbauer 8/2/91
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 14 to SRF, Inc.
in the amount of \$294.08. (Northeast Corridor)

ACTION IS REQUESTED

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 \$294.08 for the period ending June 30, 1991, 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. 14
- 3) SRF, Inc. Invoice No. 14 and attachments



Budgeting and Accounting Ed Klantitz 8/5/91
County Attorney [Signature]
Risk Manager _____
Data Processing _____
Previous Action taken on Request _____

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
August 13, 1991

Signature

Date

Board Date

Signature

Date

J. L. Henderson

8/3/91



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, governs the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through June 30, 1991; 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. 14, Partial Payment No. 14, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through June 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$294.08 for Ramsey County Regional Railroad Authority's share of services rendered through June 30, 1991, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date July 15, 1991

(2) Appropriation Item Consulting Services

For Accounting Use Only			
Claim #		Date Paid	
CA	PA017	1	

1-2 3-7 8 9-14

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59107	020102	\$294.08

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

\$294.08

Total

(4) PAY TO: 2 01818

8 First Name & Initial 9-22

SRF

Last Name or Firm Name 23-52

53-76

3

8 Address 9-32

Soc Sec No OR

City State 33-54 Zip Code 55-59 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 14; Inv. 14; NE Corr. Align. Study

9-60

5 Agreement PA017; Acct. 59107-020102; 6/30/91

9-60

For Risk Management
Use Only

6
8

Last Name First Name

(6) SEND TO: _____ Use only if Payee and/or
Address differs from
Address _____ 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. H. Spiegel

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.14

PREPARED BY: BK

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

ENTERED BY: BK

PROJECT COST CENTER: 59107 AGREEMENT NO: PA017

DATE: 15 JUL 91

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	98.2%
TOTAL VALUE OF WORK CERTIFIED - 30 JUN 91		\$240,533.51
LESS 5% RETAINAGE		\$12,026.66
AMOUNT DUE		\$228,506.85
LESS PREVIOUSLY APPROVED PAYMENTS:		\$228,212.77
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>294.08</u>

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

8/2/91 K. Spiegelberg
DATE DIRECTOR, RC/REGIONAL RAILROAD PLANNING

7/22/91 Charleen Zimmer
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	\$44,152.39
PARTIAL PAYMENT NO. 7	\$11,612.66
PARTIAL PAYMENT NO. 8	\$25,520.19
PARTIAL PAYMENT NO. 9	\$23,593.04
PARTIAL PAYMENT NO.10	\$23,471.78
PARTIAL PAYMENT NO.11	\$8,247.84
PARTIAL PAYMENT NO.12	\$5,853.22
PARTIAL PAYMENT NO.13	\$5,845.52
PARTIAL PAYMENT NO.14	\$294.08
PARTIAL PAYMENT TOTAL:	\$228,506.85

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$244,865.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDES THIS PAYMENT)	\$228,506.85
AMOUNT REMAINING ON AGREEMENT	<u>\$16,358.15</u>

BUDGET ACTIVITY THRU PERIOD ENDING JUNE 30, 1991
 NORTHEAST CORRIDOR LRT ALIGNMENT STUDY
 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
 COMMISSION NO. 0901380

SRF ACTIVITY	BUDGET	CURRENT	TO DATE	BALANCE	BUDGET TO DATE	ESTIMATE PERCENT COMPLETE
1. Project Initiation	\$3,600	\$0	\$3,600	\$0	100%	100%
2. Develop Alternatives	\$13,260	\$0	\$24,348	(\$11,088)	184%	100%
3. Coordination Requirements	\$8,160	\$0	\$1,425	\$6,735	17%	75%
4. Analysis of Alignments	\$15,020	\$0	\$19,336	(\$4,316)	129%	100%
5. Refine corridor definitions	\$21,880	\$0	\$20,913	\$967	96%	100%
6. Refine Ridership Forecasts	\$26,160	\$0	\$22,602	\$3,558	86%	100%
7. Evaluation of Alternatives	\$37,940	\$0	\$61,819	(\$23,879)	163%	100%
8. Draft Report	\$16,520	\$0	\$21,968	(\$5,448)	133%	100%
9. Community Participation	\$53,900	\$0	\$53,068	\$832	98%	100%
10. Final Report	\$7,340	\$222	\$222	\$7,118	3%	20%
11. Contingency	\$22,265	\$0	\$0	\$22,265	0%	0%
12. Direct Costs	\$18,820	\$87	\$11,231	\$7,589	60%	75%
TOTAL BUDGET	\$244,865	\$309	\$240,532	\$4,333	98%	95%

INVOICE

SRF

STRGAR - ROSCOE - FAUSCH, INC.

Suite 150, One Carlson Parkway N., Minneapolis, MN 55447

612/475-0010

FAX 612/475-2429

Refer to File: 0901380
 Invoice Date: 6/30/91
 Invoice No.: 14
 Period Ending: 6/30/91

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 June:

	CURRENT PERIOD	CUMMULATIVE TO DATE
Total Labor and Overhead	222.06	193,079.91
Total Direct Non-Salary Costs	87.49	11,231.60
Subconsultant	0.00	36,222.00
TOTAL FEE EARNED	309.55	240,533.51
Less 5% Retainage	15.487	12,026.686
TOTAL AMOUNT DUE THIS INVOICE	294.07	

BUDGET
 PERCENT COMPLETE

\$244,865.00
 98.2%

COMMISSION # 901380
NORTHEAST LRT CORRIDOR STUDY
PERIOD ENDING: JUNE 30, 1991

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	80.00	2.5	200.00
B. Bersie-Ashfeld	Word Processor	44.12	0.5	22.06
----- TOTALS -----			3.0	222.06

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING: JUNE 30, 1991

NORTHEAST LRT CORRIDOR STUDY

CAT #	CATEGORY	
21	FILM & DEVELOPING	87.49
TOTAL DIRECT EXPENSES		----- 87.49

901380

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING: JUNE 30, 1991

PAGE 1

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL
21	20	Accounts Payable									87.49	87.49

PROCOLOR

Professional Color Service Inc.
 3 Hennepin Avenue South • Minneapolis, Minnesota 55403-1884
 Telephone (612) 332-7721 • FAX (612) 332-7791

INVOICE

INVOICE NO.

A 209662

S
O
L
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009799
 STRGAR-ROSCOE-FAUSCH, INC.
 SUITE #150
 1 CARLSON PKWY NORTH
 MINNEAPOLIS MN55447
 (612) 475-0010

S
H
I
P
T
O

STRGAR-ROSCOE-FAUSCH, INC.
 ATTN: VINCE
 1 CARLSON PKWY NORTH
 MINNEAPOLIS MN55447

CUST. JOB NO.:

JOB DESC: DS1/2

ORDERED BY: VINCE

DATE IN	TIME IN	CUSTOMER P.O. NO.	S/R	ORDER WRITTEN BY	TERMS	SHIPPED VIA	INVOICE DATE
06/11/91	16:22	072670	TN	PO	NET 30 DAYS	CUST PCKUP	06/12/91

PRODUCT NO.	DESCRIPTION	NO. OF ORIG.	NO. DUPS /ORIG.	UNIT PRICE/ FIRST	PRICE/ ADDITIONALS	EXTENSION
DS1	35MM DUPLICATE SLIDE 1 ORIG	54	1	1.05	.00	56.70
DS2	35MM DUPLICATE SL 2-5 ORIG	17	2	.76	.76	25.84
	THANK YOU FOR YOUR BUSINESS					
Vendor ID # <u>00175</u> Job <u>1380</u> Amt <u>87.49</u> A/C <u>525</u> Job _____ Amt _____ A/C _____ Job _____ Amt _____ A/C _____						

LIMIT OF LIABILITY: Submitting any film, print, slide, negative or art work to this firm for processing, printing or other handling constitutes an AGREEMENT by you that any damage or loss by our company, subsidiary, or agents, even though due to the negligence or other fault of our company, subsidiary, or agents, will only entitle you to replacement with a like amount of unexposed film and processing. Except for such replacement, the acceptance by our company, subsidiary and/or agents of the film, print, slide, negative or art work is without other warranty or liability, and recovery for any incidental or consequential damages is excluded.

SUB TOTAL	82.54
DISCOUNT	.00
SALES TAX	4.95
SHIPPING	.00
PAYMENTS	.00
AMOUNT DUE	87.49

9 17c

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

10

REGIONAL RAILROAD AUTHORITY

Originating Department

K. L. Spiegel *8/12/91*
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 5 to BRW, Inc. in the total amount of \$9,412.78 for the South Corridor Alignment/Scoping Study.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting a South Corridor Alignment/Scoping Study. Contract No. DCRRA/RCRRA-90-002 governs the performance of services and terms of payment. Payment in the total amount of \$9,412.78 for the period ending April 30, 1991, 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) BRW, Inc. Invoice No. 62082 and attachments



Budgeting and Accounting *Ed Blauvelt* *8/5/91*
County Attorney *[Signature]*
Risk Manager _____
Data Processing _____
Previous Action taken on Request _____

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

August 13, 1991

Board Date

Signature

Date

J. L. Henderson



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 a South Corridor Alignment/Scoping Study; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-002, 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 April 30, 1991; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-002, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) 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 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, BRW, Inc. Invoice No. 62082, Partial Payment No. 5, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through April 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$9,412.78 for Ramsey County Regional Railroad Authority's share of services rendered through April 30, 1991, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAIL AUTHORITY Date July 2, 1991

(2) Appropriation Item Consulting Services

For Accounting Use Only			
Claim #		Date Paid	
CA	PA075	1	
1-2	3-7	8	9-14

WARRANT NO.

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59108	020102	\$9,344.95
	591	59108	020102	67.83
15-17	18-20	21-25	26-31	32-41

\$9,412.78

Total

(4) PAY TO: 2 02207

8	First Name & Initial	9-22
---	----------------------	------

BRW, INC.

Last Name or Firm Name	23-52
------------------------	-------

33-70

8 Address 9-32

$\bar{S}oc$ $\bar{S}ec$ $\bar{No}$
OR

City	State	33-54	Zip Code	55-59	Fed Tax ID	60-71
------	-------	-------	----------	-------	------------	-------

(5) On Check Stub Put: 4 Partial Pymt 5; ^{plus correction to Partial Pymt 3} Inv. 62082; So. Corr. Align/Scoping Study

5 Agreement PA075; Acct. 59108-020102; 4/30/91

9-60

For Risk Management
Use Only

8 9-24

[illegible]

(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:

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)

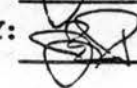
FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 5

PREPARED BY: 

PROJECT: SOUTH CORRIDOR ALIGNMENT/SCOPING STUDY
CONTRACT AGREEMENT NUMBER DCRRA/RCRRA-90-002

ENTERED BY: 

PROJECT COST CENTER: 59108

AGREEMENT NO: PA 075

DATE: 14 JUN 91

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

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

ACCOUNT NUMBER 59108-020102

PERCENT COMPLETED 68.8%

TOTAL VALUE OF WORK CERTIFIED - 30 APR 91

\$116,260.38

LESS 5% RETAINAGE

\$5,812.99

AMOUNT DUE

\$110,447.39

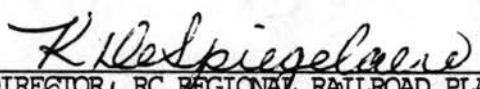
LESS PREVIOUSLY APPROVED PAYMENTS:

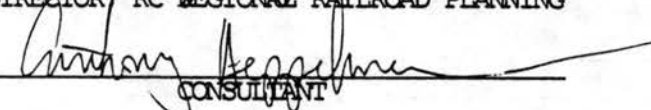
\$76,830.37

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$33,617.02

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.

7/19/91 
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

7/7/91 
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	DCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$926.36	\$2,382.09	\$3,308.45
PARTIAL PAYMENT NO. 2	\$6,136.15	\$15,778.67	\$21,914.82
PARTIAL PAYMENT NO. 3	\$6,450.54	\$16,587.08	\$23,037.62
PARTIAL PAYMENT NO. 4	\$7,999.45	\$20,570.03	\$28,569.48
PARTIAL PAYMENT NO. 5	\$9,344.95	\$24,029.82	\$33,374.77
CORR FROM PART. NO. 3	\$67.83	\$174.42	\$242.25
PARTIAL PAYMENT NO. 6	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 7	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 8	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 9	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT TOTAL:	\$30,925.28	\$79,522.11	\$110,447.39

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$169,045.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$110,447.39

AMOUNT REMAINING ON AGREEMENT \$58,597.61



BRW INC.

Planning
Transportation
Engineering
Urban Design

Thresher Square
700 Third Street So.
Minneapolis,
MN 55415
612/370-0700
Fax 612/370-1378

Minneapolis
Denver
Phoenix
Tucson
St. Petersburg
San Diego

INVOICE
62082

Mr. Allen W. Moe
DCRRA
7300 West 147th St.
Suite 503
Apple Valley, MN 55124

Mr. James E. Tolaas
RCRRA
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

DATE: April 30, 1991

JOB NO: 1033

PROJECT: St. Paul South Corridor

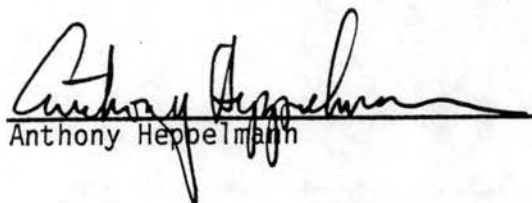
INVOICE PERIOD: April 1-30, 1991

For Professional Services rendered during this invoice period.

AGENCY	BILL THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
Dakota County RRA	\$ 25,294.54	\$ 58,412.93	\$ 83,707.47
- Less 5% Retainage	1,264.72	2,920.684	4,185.37
- Due This Billing	\$ 24,029.82	\$ 55,492.289	\$ 79,522.101
Ramsey County RRA	9,836.78	\$ 22,716.13	\$ 32,552.91
- Less 5% Retainage	491.873	1,135.5480	1,627.4213
- Due This Billing	\$ 9,344.915	\$ 21,580.5833	\$ 30,925.5028

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

BRW, INC.


Anthony Heppelmann

ST. PAUL SOUTH LRT
COST BREAKDOWN BY WORK TASK FOR DCRR AND RCRR
INVOICE PERIOD : APRIL 1, 1990 - APRIL 30, 1991

RCRR

FILENAME: ST.PAUL.WK1

WORK TASK	JOB NUMBER	BUDGET	4/30/91 62081	TOTAL TO DATE	AMOUNT REMAINING	% SPENT	DCRR ALLOCATION AMOUNT	RCRR ALLOCATION AMOUNT
PROJECT MANAGEMENT	1033-B-01	\$15,000.00	\$2,027.75	\$23,984.69	(\$8,984.69)	160%:72%	\$17,268.98	28% \$6,715.71
EVALUATION PROCESS	1033-B-02	\$5,000.00	\$318.75	\$9,736.70	(\$4,736.70)	195%:72%	\$7,010.42	28% \$2,726.28
ALIGNMENT DEFINITION	1033-B-03	\$11,000.00	\$810.11	\$21,141.47	(\$10,141.47)	192%:72%	\$15,221.86	28% \$5,919.61
STATION DEFINITION	1033-B-04		\$242.50	\$572.50				
	1033-C-01		\$765.00	\$4,037.00				
	1033-C-03		\$3,972.27	\$3,972.27				
TOTAL		\$10,000.00	\$4,979.77	\$8,581.77	\$1,418.23	86%:72%	\$6,178.87	28% \$2,402.90
OPERATIONS	1033-B-05	\$5,000.00	\$1,815.00	\$1,815.00	\$3,185.00	36%:72%	\$1,306.80	28% \$508.20
CAPITAL COSTS	1033-B-06	\$5,000.00	\$4,950.00	\$4,950.00	\$50.00	99%:72%	\$3,564.00	28% \$1,386.00
TRANSPORTATION IMPACT EVALUATN	1033-B-07	\$8,000.00	\$510.00	\$6,560.75	\$1,439.25	82%:72%	\$4,723.74	28% \$1,837.01
LAND USE/DEVELOPMENT ASSESS	1033-B-08		\$340.00	\$1,690.00				
	1033-C-02		\$3,696.40	\$6,176.40				
TOTAL		\$5,500.00	\$4,036.40	\$7,866.40	(\$2,366.40)	143%:72%	\$5,663.81	28% \$2,202.59
TRAVEL MARKET ASSESSMENT	1033-B-09	\$5,000.00	\$3,755.50	\$3,755.50	\$1,244.50	75%:72%	\$2,703.96	28% \$1,051.5
ENVIRONMENTAL ASSESSMENT	1033-B-10		\$1,175.00	\$1,175.00				
	1033-C-05		\$2,040.00	\$2,040.00				
TOTAL		\$8,000.00	\$3,215.00	\$3,215.00	\$4,785.00	40%:72%	\$2,314.80	28% \$900.20
ALIGNMENT REPORT	1033-B-11	\$5,000.00	\$407.50	\$407.50	\$4,592.50	8%:72%	\$293.40	28% \$114.10
EAW/SCOPING DECISION/EIS WORK PL	1033-B-12	\$8,000.00	\$0.00	\$0.00	\$8,000.00	0%:72%	\$0.00	28% \$0.00
PUBLIC PARTICIPATION	1033-B-13		\$4,495.60	\$19,207.56				
	1033-B-16		\$3,386.84	\$3,386.84				
	1033-B-17		\$74.00	\$614.00				
	1033-C-04		\$349.10	\$1,037.20				
TOTAL		\$20,000.00	\$8,305.54	\$24,245.60	(\$4,245.60)	121%:72%	\$17,456.83	28% \$6,788.77
ECONOMIC DEVELOPMENT ANALYSIS	1033-B-14	\$20,000.00	\$0.00	\$0.00	\$20,000.00	0%:72%	\$0.00	28% \$0.00
RIDERSHIP FORECASTS	1033-B-15	\$22,500.00	\$0.00	\$0.00	\$22,500.00	0%:72%	\$0.00	28% \$0.00
TOTAL		\$153,000.00	\$35,131.32	\$116,260.38	\$36,739.62	76%:72%	\$83,707.47	28% \$32,552.91
CONTINGENCY		\$16,000.00						
GRAND TOTAL		\$169,000.00	\$35,131.32	\$116,260.38	\$52,739.62	69%:	\$83,707.47	\$32,552.91

ST.PAUL SOUTH LRT
ATTACHMENT NUMBER 1 TO AGREEMENT DCRRA/RCRRA - 90-002
COST BREAKDOWN BY WORK TASK FOR DCRRA AND RCRRA
INVOICE PERIOD : APRIL 1, 1990 - APRIL 30, 1991
FILENAME: ST.PAUL.WK1

WORK TASK	JOB NUMBER	LABOR \$	DIRECT EXPENSES \$	APRIL TOTAL	DCRRA ALLOCATION % AMOUNT	RCRRA ALLOCATION % AMOUNT
PROJECT MANAGEMENT	1033-B-01 B-16,B-17, C-05.	\$7,475.25	\$53.34	\$7,528.59	72% \$5,420.58	28% \$2,108.01
EVALUATION PROCESS	1033-B-02	\$304.25	\$14.50	\$318.75	72% \$229.50	28% \$89.25
ALIGNMENT DEFINITION	1033-B-03	\$788.50	\$21.61	\$810.11	72% \$583.28	28% \$226.83
STATION DEFINITION	1033-B-04, C-01	\$1,000.50	\$7.00	\$1,007.50	72% \$725.40	28% \$282.10
OPERATIONS	1033-B-05	\$1,815.00	\$0.00	\$1,815.00	72% \$1,306.80	28% \$508.20
CAPITOL COSTS	1033-B-06	\$4,950.00	\$0.00	\$4,950.00	72% \$3,564.00	28% \$1,386.00
TRANSPORTATION IMPACT EVALUATN	1033-B-07	\$510.00	\$0.00	\$510.00	72% \$367.20	28% \$142.80
LAND USE/DEVELOPMENT ASSESS	1033-B-08, C-02	\$4,017.50	\$18.90	\$4,036.40	72% \$2,906.21	28% \$1,130.19
TRAVEL MARKET ASSESSMENT	1033-B-09	\$3,755.50	\$0.00	\$3,755.50	72% \$2,703.96	28% \$1,051.54
ENVIRONMENTAL ASSESSMENT	1033-B-10	\$1,175.00	\$0.00	\$1,175.00	72% \$846.00	28% \$329.00
ALIGNMENT REPORT	1033-B-11	\$407.50	\$0.00	\$407.50	72% \$293.40	28% \$114.10
EAW/SCOPING DECISION/EIS WORK PL	1033-B-12	\$0.00	\$0.00	\$0.00	72% \$0.00	28% \$0.00
PUBLIC PARTICIPATION	1033-B-13 1033-C-04	\$4,409.00	\$435.70	\$4,844.70	72% \$3,488.18	28% \$1,356.52
ECONOMIC DEVELOPMENT ANALYSIS	1033-B-14 C-03	\$3,910.00	\$62.27	\$3,972.27	72% \$2,860.03	28% \$1,112.24
RIDERSHIP FORECASTS	1033-B-15	\$0.00	\$0.00	\$0.00	72% \$0.00	28% \$0.00
TOTAL		\$34,518.00	\$613.32	\$35,131.32	\$25,294.54	\$9,836.78

BRW, INC.

RCARR

APRIL 30, 1991
INVOICE NO. DRAFT
JOB NO. 10336.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
COLBURN, ELIZABETH	0.5	45.00	22.50
THATCHER, JENNIE	2.2	45.00	99.00
SUBTOTALS	2.7		121.50
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	3.0	45.00	135.00
STAFF LEVEL III			
ELLINGSON, RITCH	2.0	35.00	70.00
ROKHOUDE, MARCY	0.3	35.00	10.50
ZIMMERMAN, MARK	8.0	35.00	280.00
SUBTOTALS	10.3		360.50
STAFF LEVEL II			
BEVER, SIMA	0.6	32.50	19.50
WICKLUND, DAVID	16.5	32.50	536.25
SUBTOTALS	17.1		555.75
STAFF LEVEL I			
JENSEN, KENNETH	0.2	25.00	5.00
SR. ASSOCIATE			
HEPPELMANN, TOMV	10.0	85.00	850.00
TOTALS	43.3		2,027.75

TOTAL LABOR 2,027.75

TOTAL THIS JOB \$ 2,027.75

ERM, INC.

INVOICE NO. DRAFT
JOB NO. 10338.01

ST. P S EVAL PROCESS

JOB NO. 10338.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
STAFF LEVEL IV			
WORD-SHEPTAK, CANDIS	4.5	45.00	202.50
STAFF LEVEL II			
BEVER, SIMA	1.9	32.50	61.75
STAFF LEVEL I			
JENSEN, KENNETH	1.6	25.00	40.00
TOTALS	8.0		304.25
		TOTAL LABOR	304.25
		TOTAL THIS JOB \$	304.25

ST. P S ALIGNMT DEFINITH

JOB NO. 10338.03

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	4.5	140.00	630.00
STAFF LEVEL III			
RONHOUE, KANCV	1.0	35.00	35.00
STAFF LEVEL II			
ASHLAND, CAROL	1.2	32.50	39.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10336.01

HAMRICK, CLAUDIA	2.6	32.50	84.50
SUBTOTALS	3.8		123.50
TOTALS	9.3		788.50

TOTAL LABOR 788.50

TOTAL THIS JOB \$ 788.50

ST. P S STATION DEFINITH

JOB NO. 10336.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III			
ELLINGSON, RITCH	0.4	35.00	14.00
HENDERSON, JAKE	1.1	35.00	38.50
SUBTOTALS	1.5		52.50
STAFF LEVEL II			
ASHLAND, CAROL	0.4	32.50	13.00
SR. ASSOCIATE			
HEPPELMANN, TOBY	2.0	85.00	170.00
TOTALS	3.9		235.50

TOTAL LABOR 235.50

TOTAL THIS JOB \$ 235.50

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 10336.01

ST. P S OPERATIONS

JOB NO. 10336.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
SMITH, WILLIAM	33.0	55.00	1,815.00
TOTAL LABOR			1,815.00

TOTAL THIS JOB \$ 1,815.00

ST. P S CAPITAL COSTS

JOB NO. 10336.06

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
SAV, PAUL	1.0	140.00	140.00
VICE PRESIDENT			
ERICKSON, GARY	1.0	95.00	95.00
CONSULTANT II			
RUSCO, BRENT	71.0	55.00	3,905.00
STAFF LEVEL II			
HARRICK, CLAUDIA	4.0	32.50	130.00
SR. ASSOCIATE			
HEPPELMANN, TONY	8.0	85.00	680.00
TOTALS	85.0		4,950.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10336.01

TOTAL LABOR 4,950.00

TOTAL THIS JOB \$ 4,950.00

ST P S TRANS IMPACT EVAL

JOB NO. 10336.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
HEPPELMANN, TONY	6.0	85.00	510.00

TOTAL LABOR 510.00

TOTAL THIS JOB \$ 510.00

ST P S LAND USE/DEVELOP

JOB NO. 10336.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
HEPPELMANN, TONY	4.0	85.00	340.00

TOTAL LABOR 340.00

TOTAL THIS JOB \$ 340.00

ERM, INC.

INVOICE NO. DRAFT
JOB NO. 10338.01

ST P S TRAVEL MKT ASSESS

JOB NO. 10338.09

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
SMITH, WILLIAM	32.0	55.00	1,760.00
CONSULTANT I			
HINKER, CHRISTIAN	1.7	45.00	76.50
MOLITOR, LINDA	0.8	45.00	36.00
SUBTOTALS	2.5		112.50
STAFF LEVEL II			
ASHLAND, CAROL	0.4	32.50	13.00
SR. ASSOCIATE			
HEPPELMANN, TONY	22.0	85.00	1,870.00
TOTALS	56.9		3,755.50

TOTAL LABOR 3,755.50

TOTAL THIS JOB \$ 3,755.50

ST P S ENVIRONMT ASSESS

JOB NO. 10338.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
MOOKALA, MARTHAND	18.0	55.00	990.00

ERM, INC.

INVOICE NO. DRAFT
JOB NO. 10336.01

CONSULTANT I			
COLBURN, ELIZABETH	4.0	45.00	180.00
STAFF LEVEL I			
ROBERTS, SUSAN	0.2	25.00	5.00
TOTALS	22.2		1,175.00

TOTAL LABOR 1,175.00

TOTAL THIS JOB \$ 1,175.00

ST P S ALIGNMENT REPORT

JOB NO. 10336.11

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
SMITH, WILLIAM	7.0	55.00	385.00
CONSULTANT I			
COLBURN, ELIZABETH	0.5	45.00	22.50
TOTALS	7.5		407.50

TOTAL LABOR 407.50

TOTAL THIS JOB \$ 407.50

ST P S PUBLIC PARTICIPATION

JOB NO. 10336.13

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10336.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	3.0	140.00	420.00
CONSULTANT I			
COLBURN, ELIZABETH	50.0	45.00	2,250.00
HORNWITZ, BARBARA	1.0	45.00	45.00
SUBTOTALS	51.0		2,295.00
STAFF LEVEL III			
HENDERSON, JANE	0.3	35.00	10.50
ROKHOUDE, KANCY	0.3	35.00	10.50
ZIMMERMAN, MARK	0.5	35.00	17.50
SUBTOTALS	1.1		38.50
STAFF LEVEL II			
ASHLAND, CAROL	3.0	32.50	97.50
HARRICK, CLAUDIA	2.5	32.50	81.25
HANKINSON, TOM	2.9	32.50	94.25
SUBTOTALS	8.4		273.00
STAFF LEVEL I			
BRENSETH, DAWN	0.9	25.00	22.50
SR. ASSOCIATE			
HEPPELMARK, TONY	12.0	85.00	1,020.00
TOTALS	76.4		4,069.00

TOTAL LABOR 4,069.00

TOTAL THIS JOB \$ 4,069.00

ST P S NEWSLETTER

JOB NO. 10336.16

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
COLBURN, ELIZABETH	33.0	45.00	1,485.00

BRM, INC.

INVOICE NO. DRAFT
JOB NO. 10338.01

MORWITZ, BARBARA	2.0	45.00	90.00
LAYER, JOHN	1.5	45.00	67.50
SUBTOTALS	36.5		1,642.50
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	32.0	45.00	1,440.00
STAFF LEVEL II			
ALLEN, DAVID	1.5	32.50	48.75
ASHLAND, CAROL	0.5	32.50	16.25
BILGUTAY, ANAY	1.5	32.50	48.75
HAMRICK, CLAUDIA	0.3	32.50	9.75
HOLM, KATHLEEN	0.6	32.50	19.50
SUBTOTALS	4.4		143.00
STAFF LEVEL I			
BREMSETH, DAWN	0.6	25.00	15.00
STAFF LEVEL V			
BARTEL, DAVID	3.0	45.00	135.00
TOTALS	76.5		3,375.50

TOTAL LABOR 3,375.50

TOTAL THIS JOB \$ 3,375.50

ST P S INTERGOVMT COMMITT

JOB NO. 10338.17

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL II			
ASHLAND, CAROL	0.6	32.50	19.50
STAFF LEVEL I			
ROBERTS, SUSAN	0.5	25.00	12.50
TOTALS	1.1		32.00

TOTAL LABOR 32.00

TOTAL THIS JOB \$ 32.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 10338.01

ST. PAUL SOUTH LRT

JOB NO. 1033C.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALMS, ARIJS	9.0	85.00	765.00
		TOTAL LABOR	765.00
			=====
		TOTAL THIS JOB \$	765.00
			=====

ST PAUL SOUTH LRT L.U.

JOB NO. 1033C.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL IV			
WORD-SHEPTAK, CANDIS	44.0	45.00	1,980.00
SR. ASSOCIATE			
PAKALMS, ARIJS	16.0	85.00	1,360.00
STAFF LEVEL V			
BLANKENSHIP, TIMOTHY	7.5	45.00	337.50
TOTALS	67.5		3,677.50
		TOTAL LABOR	3,677.50
			=====
		TOTAL THIS JOB \$	3,677.50
			=====

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10336.01

ST PAUL SOUTH LRT S.F.

JOB NO. 10336.03

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALMS, ARIJS	46.0	85.00	3,910.00

TOTAL LABOR 3,910.00

TOTAL THIS JOB \$ 3,910.00

ST PAUL SOUTH LRT P.P.

JOB NO. 10336.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALMS, ARIJS	4.0	85.00	340.00

TOTAL LABOR 340.00

TOTAL THIS JOB \$ 340.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10336.01

SSP ENVIRONMENTAL

JOB NO. 10336.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT			
BAILEY, THOMAS	6.0	65.00	390.00
CONSULTANT II			
KUNKEL, BETH	30.0	55.00	1,650.00
TOTALS	36.0		2,040.00

TOTAL LABOR 2,040.00

TOTAL THIS JOB \$ 2,040.00

INVOICE TOTALS

TOTAL LABOR	34,518.00
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

34,518.00

BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS	-- LABOR --		-- EXPENSES --	
	HOURS	AMOUNT	REIMB.	DIRECT&IND
TOTALS	730.6	12,782.59	613.32	

COSTS THIS RUN

TOTAL LABOR	34,518.00
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

** END OF BILLING RUN **

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS
ST.PAUL SOUTH CORRIDOR

INVOICE PERIOD : 1 APRIL 1991 - 30 APRIL 1991
FILENAME:ST.PAUL_B.WK1

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION DEPARTMENT	\$225.18
AUTO/MILEAGE	140.05
POSTAGE/DELIVERY	220.93
OUTSIDE REPRODUCTION/PHOTO	27.16

TOTAL	\$613.32
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SUBCONTRACTORS

NONE THIS MONTH	\$0.00
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TOTAL	\$0.00
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TOTAL EXPENSES	\$613.32
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DRAFT

*Saint Paul South
Light Rail Transit Corridor*

***Environmental
Assessment
Worksheet***

and

***Draft Scoping
Decision
Document***

August 1991

Dakota County Regional Railroad Authority Ramsey County Regional Railroad Authority

B R W

*Saint Paul South
Light Rail Transit Corridor*

***Environmental
Assessment
Worksheet***

Dakota County Regional Railroad Authority Ramsey County Regional Railroad Authority



ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)

NOTE TO PREPARERS

This worksheet is to be completed by the Responsible Governmental Unit (RGU) or its agents. The project proposer must supply any reasonably accessible data necessary for the worksheet, but is not to complete the final worksheet itself. If a complete answer does not fit in the space allotted, attach additional sheets as necessary.

For assistance with this worksheet contact the Minnesota Environmental Quality Board (EQB) at (612) 296-8253 or (toll-free) 1-800-652-9747 (ask operator for the EQB environmental review program) or consult EAW Guidelines, a booklet available from the EQB.

NOTE TO REVIEWERS

Comments must be submitted to the RGU (See item 3) during the 30-day comment period following notice of the EAW in the EQB Monitor. (Contact the RGU or the EQB to learn when the comment period ends.) Comments should address the accuracy and completeness of the information, potential impacts that may warrant further investigation, and the need for an EIS. If the EAW has been prepared for the scoping of an EIS (See Item 4.), comments should address the accuracy and completeness of the information and suggest issues for investigation in the EIS.

1. Project Title St. Paul South Light Rail Transit

2. Proposer Dakota County
Regional Railroad Authority
Contact Person Allen Moe
Address 14955 Galaxie Boulevard
Apple Valley, MN 55124

Ramsey County
Proposer Regional Railroad Authority
Contact Person Kathryn DeSpiegelaere
Address 316 Court House
Saint Paul, MN 55102
Phone (612) 298-5420

Dakota County
RGU Regional Railroad Authority
Contact Person Allen Moe
Program Manager
Dept. of Planning
and title and Program Management
Address 14955 Galaxie Boulevard
Apple Valley, MN 55124

Phone (612) 891-7030
Ramsey County
RGU Regional Railroad Authority
Contact Person Kathryn DeSpiegelaere
Director,
and title Light Rail Transit Planning
Address 316 Court House,
Saint Paul, MN 55102
Phone (612) 298-5420

4. Reasons for EAW Preparation

☒ EIS Scoping ☐ Mandatory EAW ☐ Citizen Petition
☐ RGU Discretion ☐ Proposer Volunteered

If EAW of EIS is mandatory give EQB rule category number (s) _____

No existing mandatory category for EAW's or EIS's covers an LRT system. The EQB determined that other LRT projects in the metro area mostly likely fall under Rule No. 4410.2000, subpart 3, as a project which has "the potential for significant environmental effects."

5. Project Location

Section 32, T29N, R22W

Sections 5, 8, 9, 16, 17, 20, 21, 28, 29, 31, 32, 33 T28N, R22W

St. Paul, South St. Paul, West

County Dakota and Ramsey

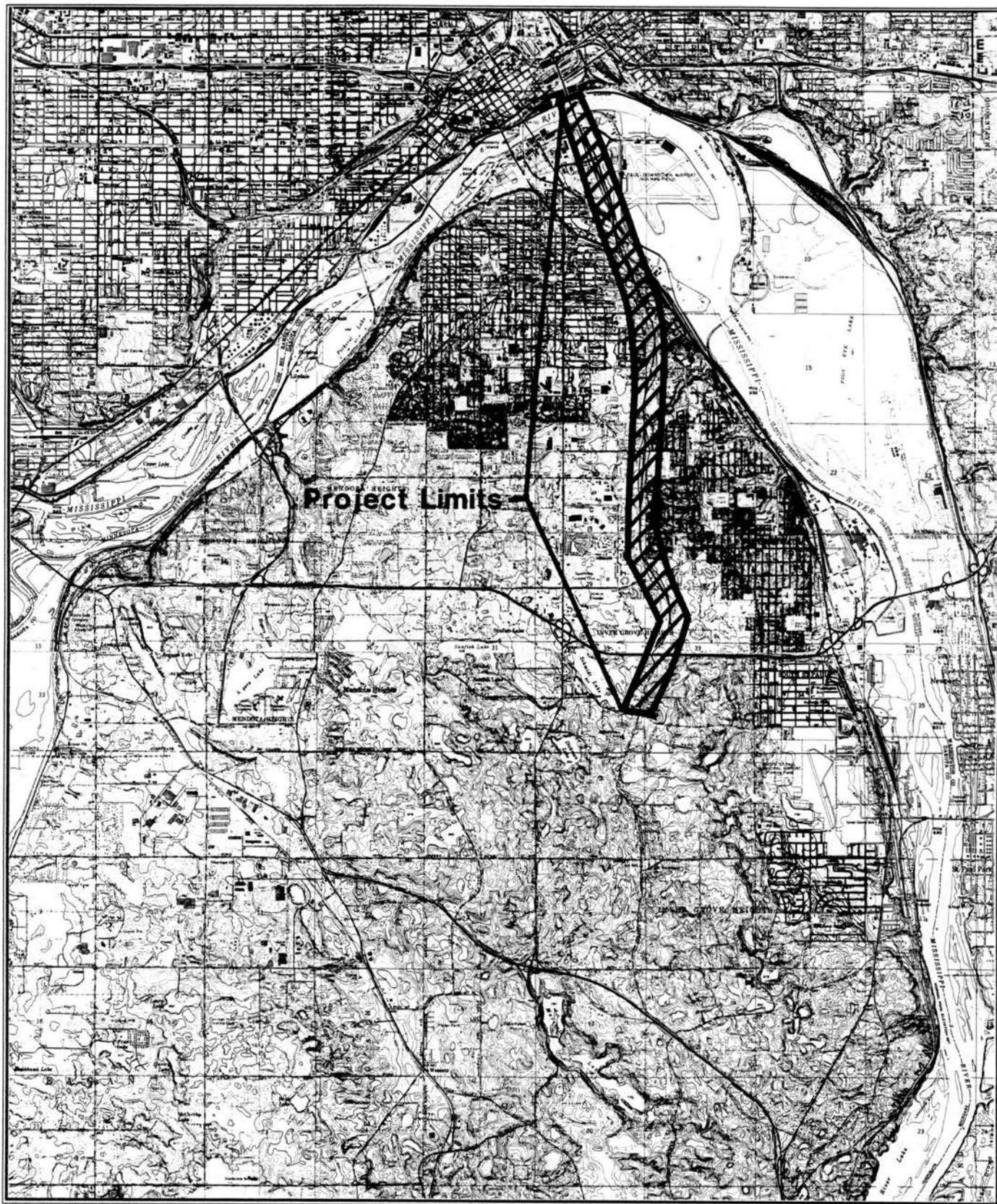
City/Twp St. Paul, Inver Grove Heights

Attach copies of each of the following to the EAW:

- a. a county map showing the general location of the project (Figure 1);
 - b. copy(ies) of USGS 7.5 minute, 1:24,000 scale map (photocopy is OK) indicating the project boundaries (Figure 2);
 - c. a site plan showing all significant project and natural features (Figure 3).
6. Description. Give a complete description of the proposed project and ancillary facilities (attach additional sheets as necessary). Emphasize construction and operation methods and features that will cause physical manipulation of the environment or produce wastes. Indicate the timing and duration of construction activities.

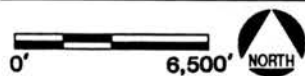
Introduction

The proposed project is the construction of a light rail transit line to serve the St. Paul South Corridor. The light rail transit line would run south from downtown St. Paul to approximately Upper 55th Street, just south of I-494. This corridor is located in Ramsey and Dakota Counties.



St. Paul South LRT Corridor
E.A.W./Scoping Decision
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USGS MAP



BRW

Figure 2.0

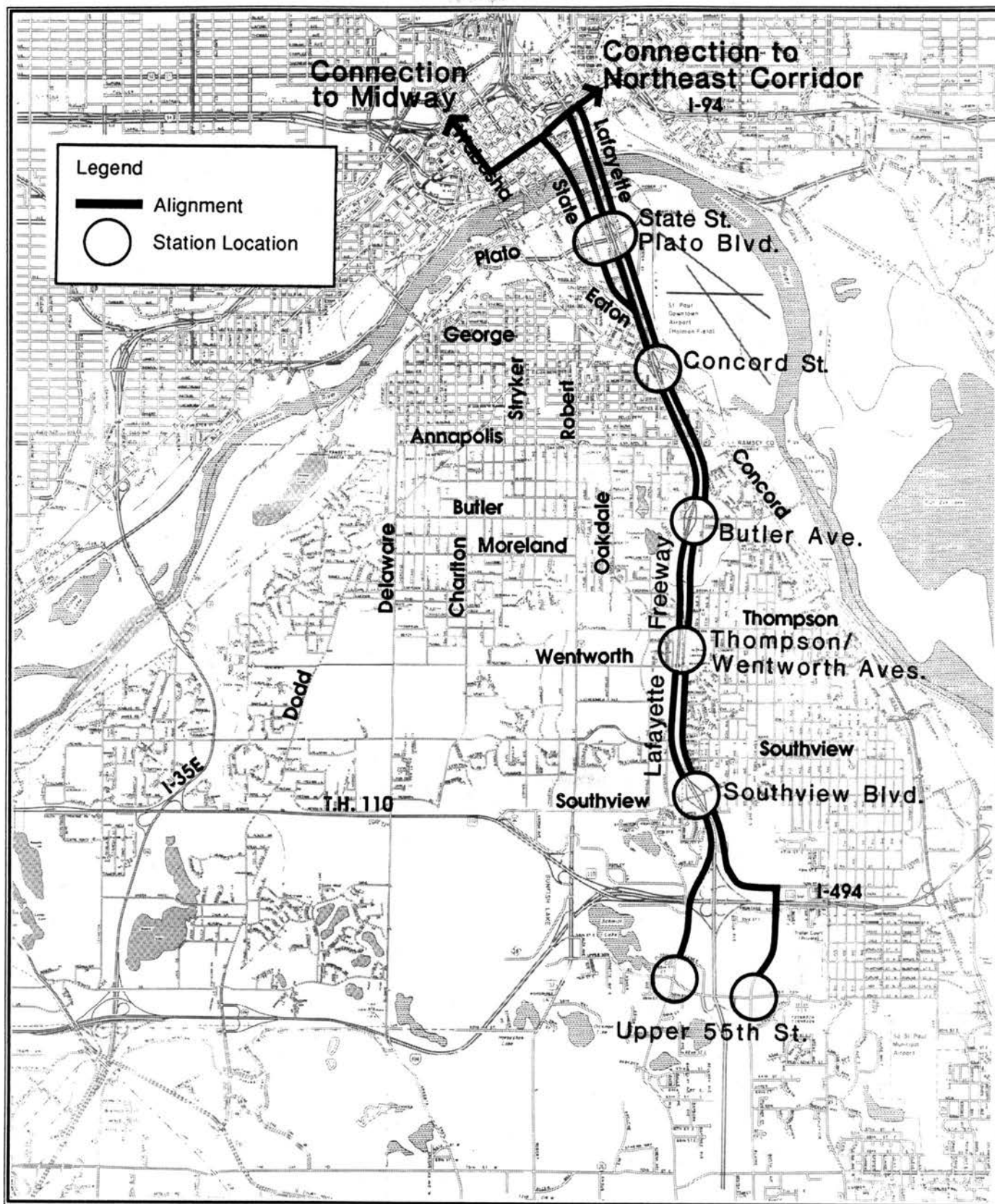


Figure 3.0

Light rail transit is a modern transit technology which uses electrically powered, steel wheeled vehicles which run on steel rails. Power is drawn from overhead wires and therefore the track is totally inert. The light rail vehicles operate singly or in multiple car trains on predominantly reserved, but not necessarily grade separated right-of-way. Pedestrians and vehicles may cross the track at-grade since the track is totally inert. The maximum service speed is 55 miles per hour.

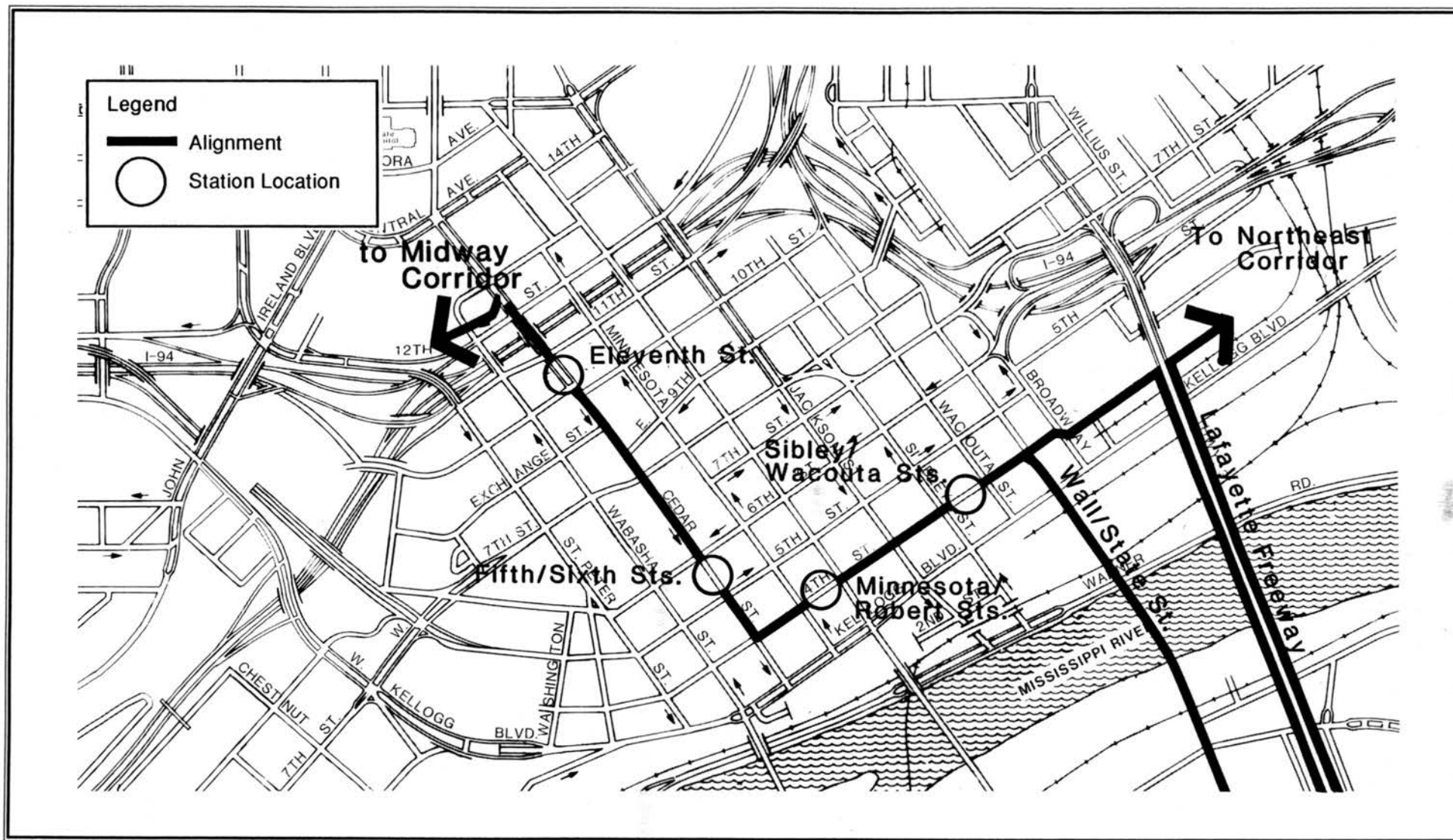
LRT Alignment

The proposed St. Paul South LRT line would be an extension of the LRT line proposed in the Midway Corridor connecting downtown Minneapolis and downtown St. Paul. The Midway Corridor LRT line will end on 4th Street at Wacouta. The proposed St. Paul South LRT line would be located adjacent to the Lafayette Freeway on either the east or west side. There are two options for connecting the downtown alignment with the Lafayette Freeway (Figure 4). One alignment would continue from Wacouta Street to Wall Street where it would turn south and cross the Mississippi River to State Street south of the River, which it would follow to Eaton Street and then follow Eaton Street to the Lafayette Freeway. The other option is to continue on 4th Street to Broadway, bend south around the southwest corner of the Gillette building onto Prince Street and follow Prince Street to the Lafayette Freeway. The line would potentially extend as far south as Upper 55th Street.

The St. Paul South LRT line would involve the construction of a new bridge across the Mississippi River. If the Wall/State Street alignment is followed the new bridge would be located approximately 600 feet upstream from the existing Lafayette Freeway bridge. The bridge on the Wall/State Street alignment would begin north of Kellogg Boulevard and bridge over Kellogg Boulevard, over the existing parking deck by the Post Office, over the railroad tracks south of the Post Office parking deck and then over the Mississippi River. The bridge would continue over Fillmore Avenue on the south side of the River and end on State Street north of Plato Boulevard. The line will also bridge over the Chicago/Northwestern railroad tracks just south of Eaton Street.

The other alternative will be to construct a new bridge immediately adjacent to either the east or west side of the Lafayette Freeway bridge. If the LRT is located adjacent to the Lafayette Freeway between downtown St. Paul and the Chicago and Northwestern Railroad, it may either be located at-grade, adjacent to the one-way frontage road, or on a bridge adjacent to the freeway.

South of Eaton Street the LRT line would be constructed in the side slope of the existing freeway. In order to locate LRT adjacent to the highway the freeway side slope would be excavated and a retaining wall constructed to provide room for the 30-foot right-of-way required for the LRT track. In most areas this will be accomplished within the existing freeway right-of-way. However, some additional right-of-way will be needed between Eaton Street and Annapolis Street for the LRT line. The track would be



St. Paul South LRT Corridor

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**DOWNTOWN CONNECTION
ALTERNATIVES**

0' 1,000'



BRW

Figure 4.0

separated from the highway traffic lanes with a raised concrete jersey median barrier (See Figure 5.). At interchanges the LRT line would follow the exit ramp to the intersecting cross-street where it would cross the intersecting signalized roadway at-grade. The LRT stations would be located at these interchange areas on either the north or south side of the intersecting roadway. Additional right-of-way will be needed at station areas to accommodate the ancillary facilities (i.e., parking, bus, drop-off spaces, bicycle racks, etc.) associated with the stations.

Stations

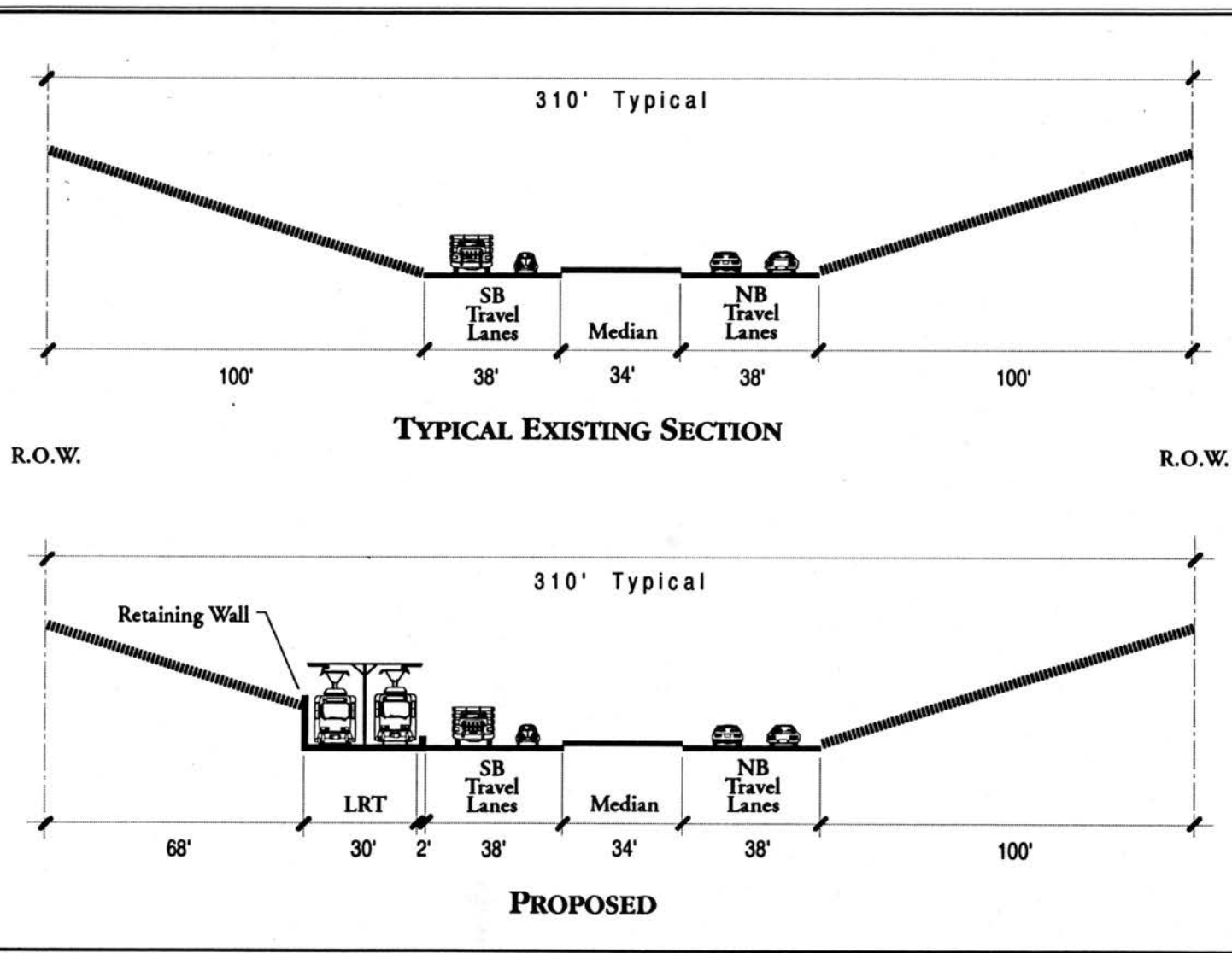
People access the line at designated station areas. These station areas may include park-and-ride areas, auto pick-up and drop-off areas, and bus pick-up and drop-off areas. (See Figures 6 through 8 for prototypical station layouts. The prototypical station layouts have not been designed to represent any specific station location in the corridor.) Passengers may access the stations by walking, by automobile, by feeder bus or by bicycle. Bus service in the corridor would be reconfigured to feed into the light rail transit stations. The feeder buses would be scheduled so that they arrive at the station at the same time as the light rail vehicle in order to facilitate transfers.

The criteria used to select station locations included the proximity to an existing bus route, the proximity to a collector or arterial roadway, the proximity of major traffic generators, and the availability of land for development of a station site.

LRT stations are proposed at:

- * Plato Boulevard
- * Concord Street
- * Butler Avenue
- * Thompson or Wentworth Avenue
- * Southview Boulevard
- * Upper 55th Street

The facilities that would be provided at each station will be determined during the preliminary design phase of the project. However, it is anticipated that the Plato Boulevard and Concord Street stations would not have any park-and-ride, drop-off/pick-up area, or off-street bus bays for timed transfers. The Butler Avenue Station is not expected to have any park-and-ride area. The proposed stations at Thompson or Wentworth, Southview Boulevard, and Upper 55th Street would have facilities similar to Layout Type C (Figure 8.0).

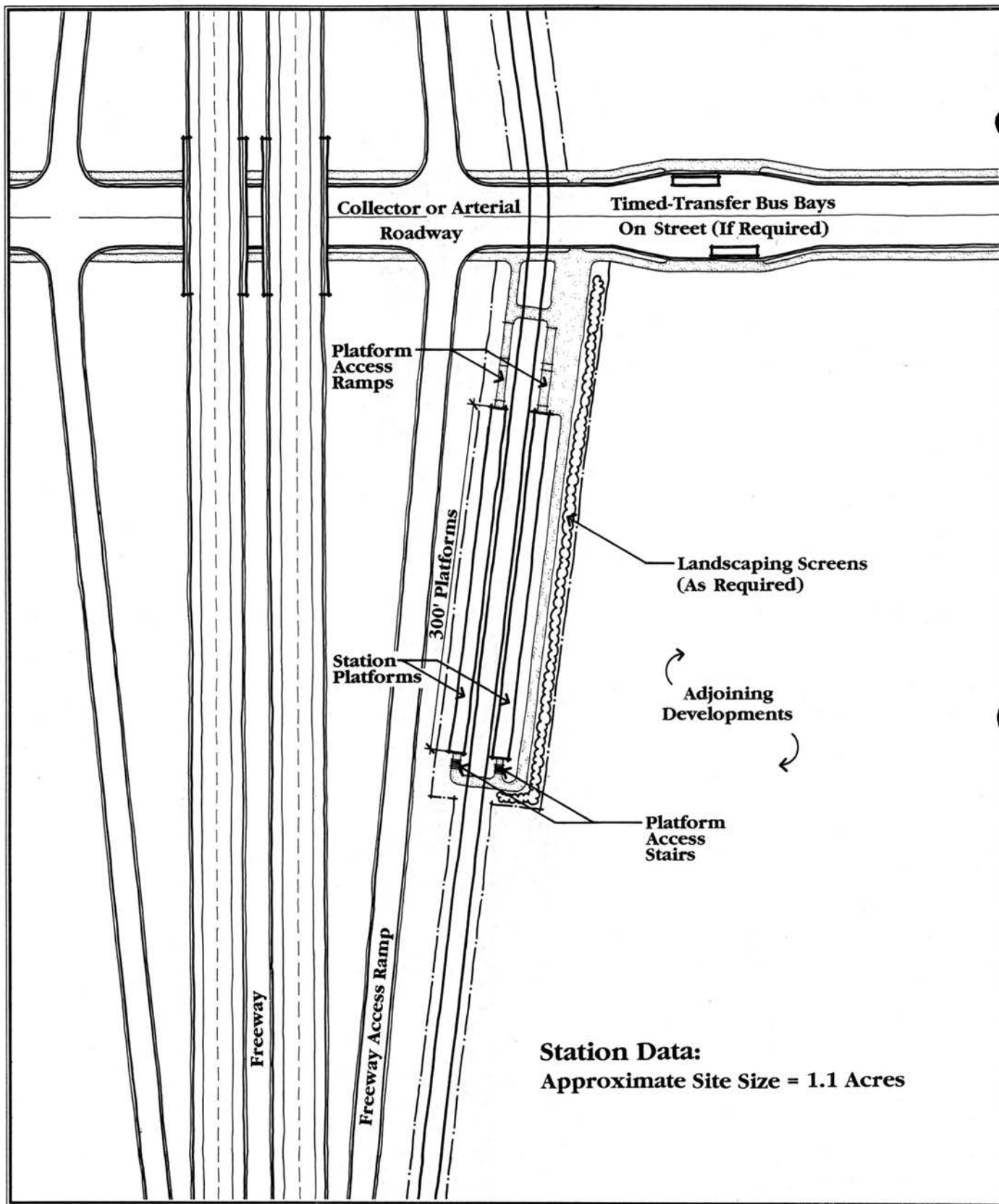


St. Paul South LRT Corridor
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B R W

**LAFAYETTE FREEWAY
 WENTWORTH TO I-494**

Figure 5.0



St. Paul South LRT Corridor

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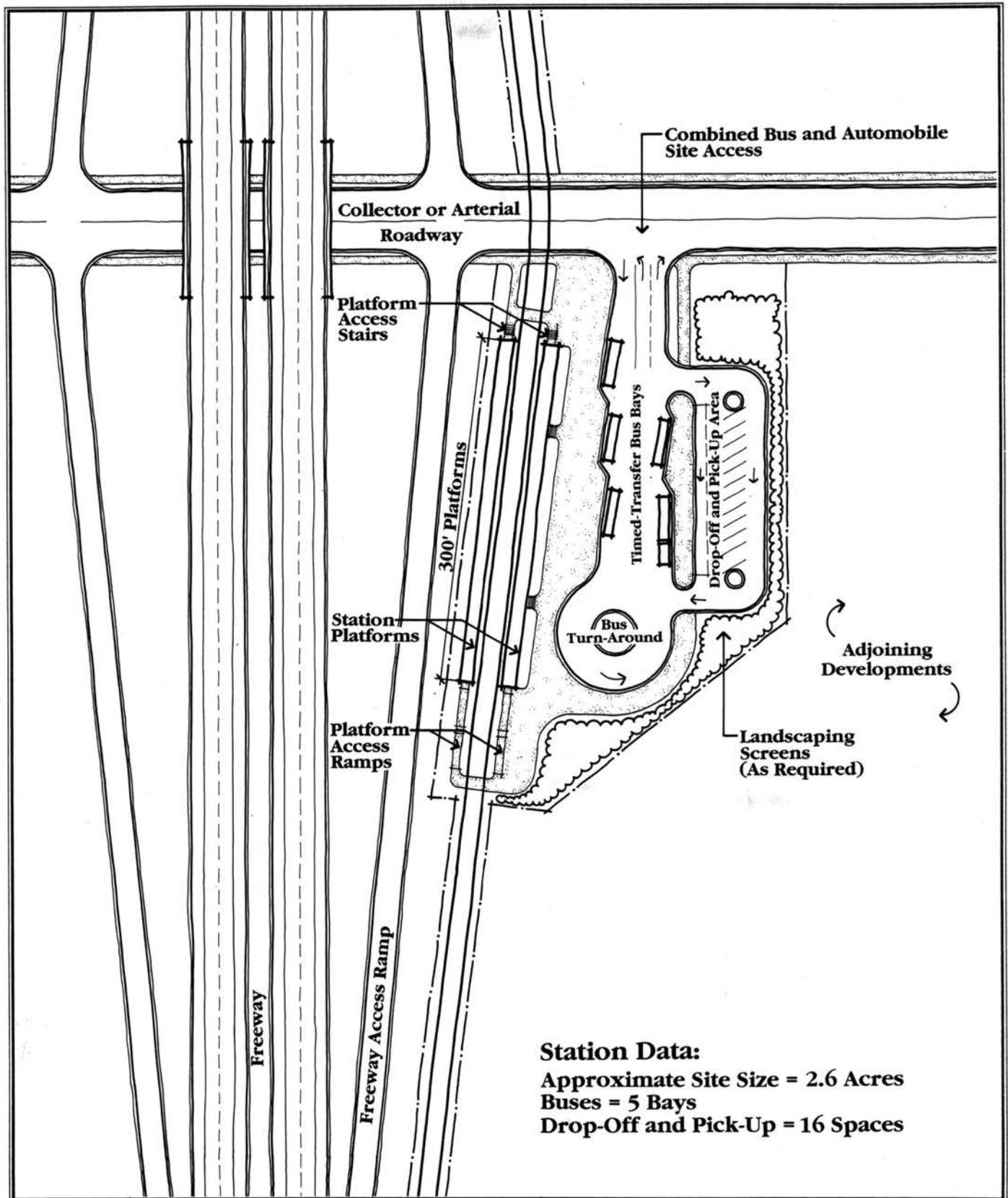
Feet
0 30 60 120

BRW

TYPE A STATION

PROTOTYPICAL
STATION LAYOUTS

Figure 6.0



Station Data:

Approximate Site Size = 2.6 Acres

Buses = 5 Bays

Drop-Off and Pick-Up = 16 Spaces

St. Paul South LRT Corridor

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Feet

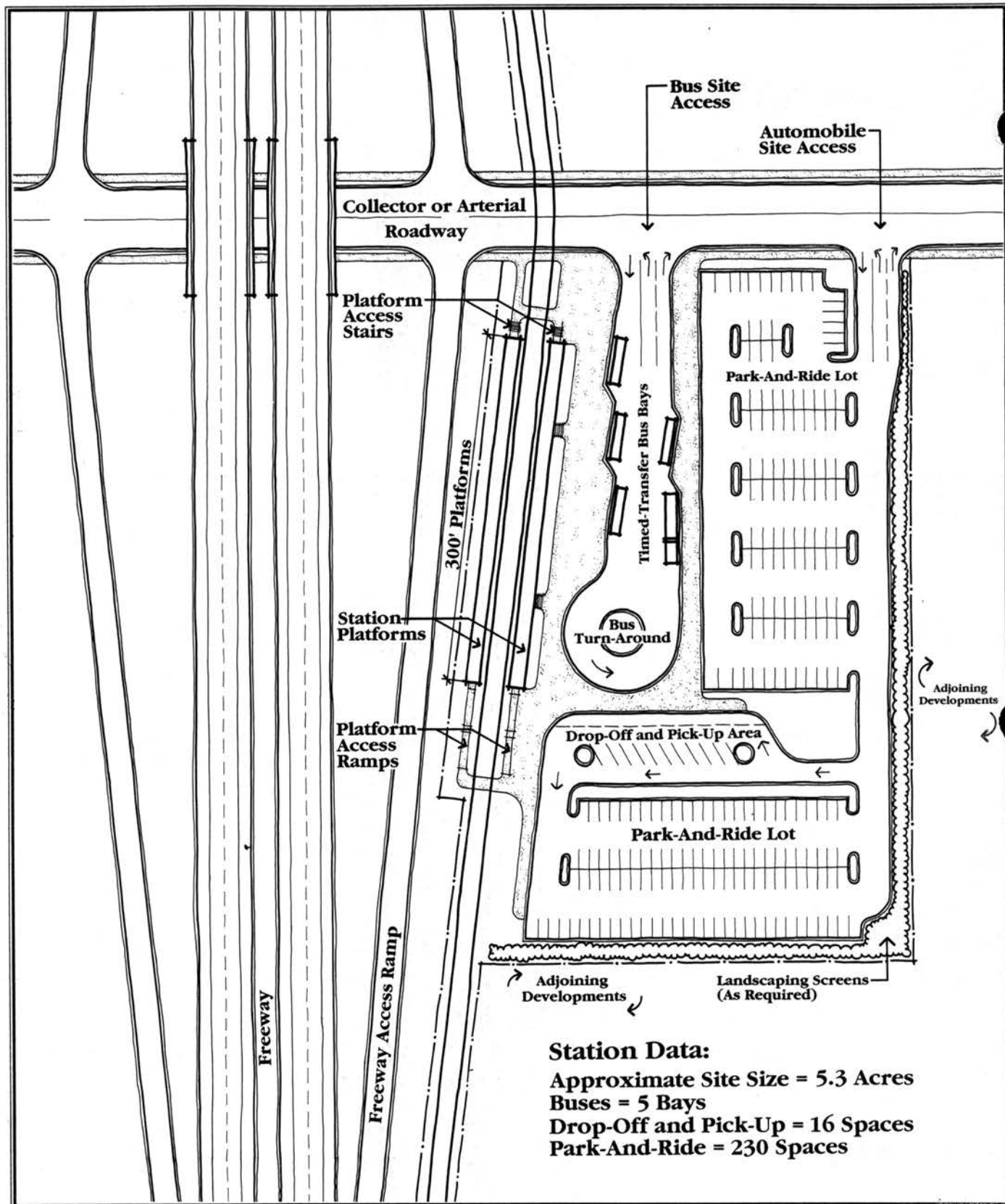


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TYPE B STATION

PROTOTYPICAL
STATION LAYOUTS

Figure 7.0



St. Paul South LRT Corridor

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Feet

0 30 60 120

B R W

TYPE C STATION

PROTOTYPICAL
STATION LAYOUTS

Figure 8.0

Vehicle Yards and Shops

Another component of a light rail transit system is the vehicle yards and shops. It is expected that the vehicle yards and maintenance facilities will be constructed as part of the LRT construction in other corridors and that vehicles used on the St. Paul South LRT line will be stored and maintained at the centrally located Yards and Shops facilities for the Regional LRT System.

REGIONAL LIGHT RAIL TRANSIT SYSTEM

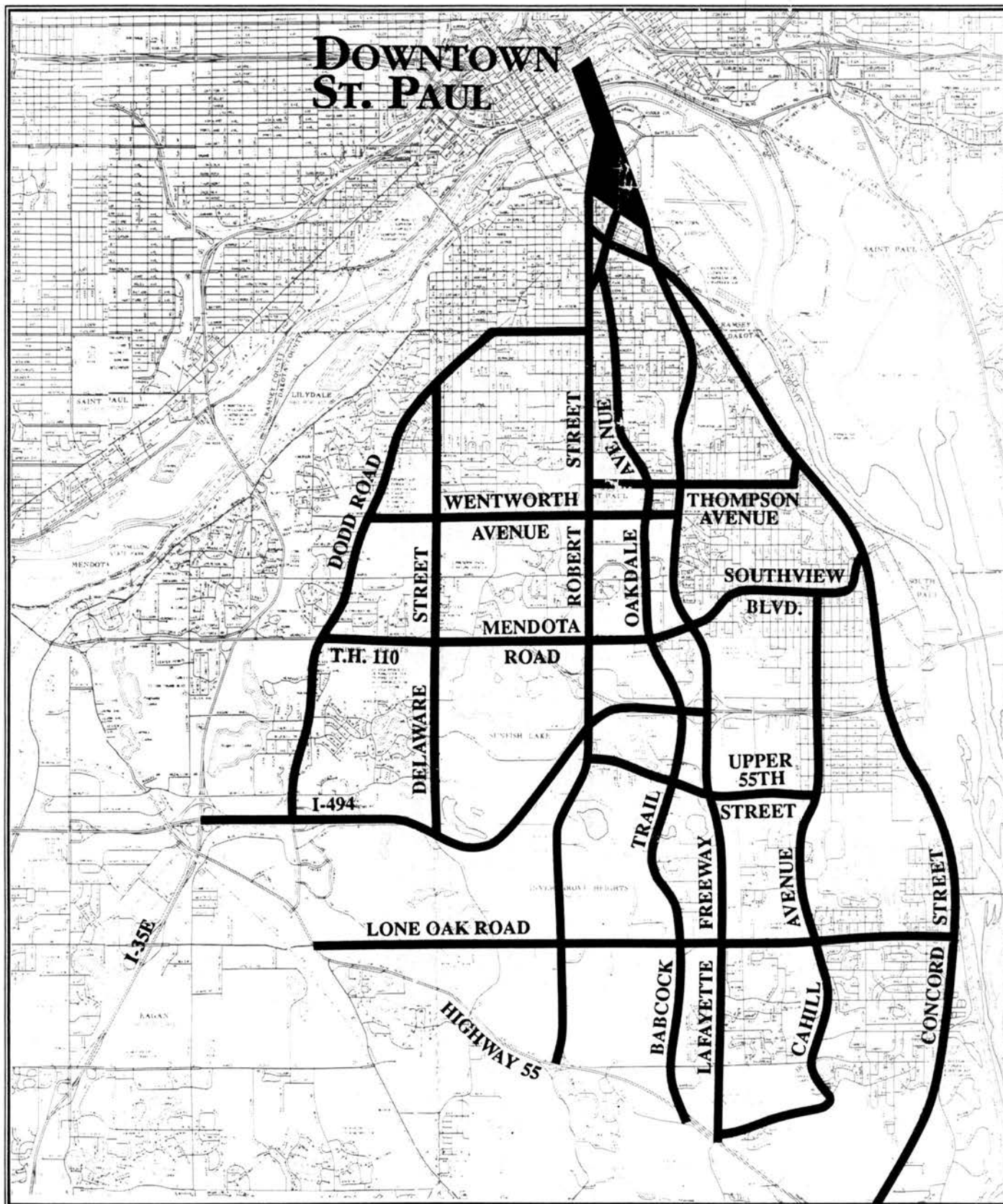
The St. Paul South LRT line is one segment of a proposed Regional Light Rail Transit System. The maximum ten and twenty-year Regional Light Rail Transit System Plan is shown in Figure 1. The Regional Light Rail Transit System Plan was developed by the Regional Transit Board and its Joint Light Rail Transit Advisory Committee based on Comprehensive LRT System Plans completed by the individual County Regional Railroad Authorities. The RTB Finance and Development Plan prioritizes the different corridors for construction. The Midway Corridor between downtown Minneapolis and downtown St. Paul is the first priority corridor. The construction of the St. Paul South LRT line is dependent on the construction of the Midway Corridor. A separate Environmental Impact Statement has been prepared for the Midway Corridor line including the segment in downtown St. Paul.

SCOPING OF ALTERNATIVES

The St. Paul South Corridor was identified as a potential corridor for LRT in the Ramsey County and Dakota County Comprehensive LRT System Plans. In December of 1990, Ramsey and Dakota County initiated an alignment study for the St. Paul South Corridor. The purpose of the Alignment Study was to identify the preferred alignment and station locations for LRT in the St. Paul South corridor, to identify the terminus for the St. Paul South LRT line and the connection to downtown Minneapolis.

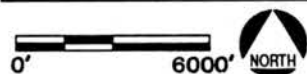
One of the first steps in the alignment study was to define the boundaries of the St. Paul South Corridor. This was done based on the analysis completed for the Ramsey and Dakota County Comprehensive LRT System Plans which evaluated several different travel sheds to the southwest, south and southeast of downtown St. Paul. The travelshed to the south showed the greatest potential ridership and had the lowest cost per rider. The boundaries of this travelshed were generally defined by the Mississippi River.

The next step in the process was to identify candidate alignment corridors (Figure 9) within the St. Paul South corridor. The initial set of alignment corridors considered included all state and county highway rights-of-way and any railroad rights-of-way. These candidate alignments were then screened based on three criteria: right-of-way availability, service area, and land use compatibility.



St. Paul South LRT Corridor
 E.A.W./Scoping Decision
 D C R R A • R C R R A

**CANDIDATE ALIGNMENT
 ALTERNATIVES**



B R W

Figure 9.0

This screening process narrowed the north/south corridor alignments to Robert Street and Lafayette. Two primary east-west routes were also included for further evaluation: I-494 and Lone Oak Road. One of the objectives of the alignment study was to determine whether the line should extend to the west to serve the growing employment base in Eagan or continue south to serve the growing population in Inver Grove Heights.

The alignments selected in the screening process were then evaluated in more detail to select a preferred alignment corridor, preferred station locations, and terminus. Detailed analysis was also conducted to determine potential connections to the downtown St. Paul LRT alignment. The Robert Street corridor north of TH 110 was eliminated in this process because it would require acquisition and relocation of a number of residences and businesses on Robert Street and the construction of a very long bridge on Robert Street from approximately Concord Street to Annapolis.

Based on cost estimates and ridership estimates for the different alignment options south of I-494, it was determined that the line should end at Upper 55th Street in Inver Grove Heights. Extensions of the line south or west added significantly to the cost of the project with very little increase in ridership. It was determined that the areas that might be served by an extension of the line south or west could also be served by feeder bus routes from LRT to those areas.

Provide a 50 or fewer word abstract for use in EQB Monitor notice:

Project Title: St. Paul South LRT Corridor

The proposed project is the construction of a light rail transit line to serve the St. Paul South corridor in Ramsey and Dakota Counties. The LRT line would run south from downtown Saint Paul to approximately Upper 55th Street, just south of I-494 (5.6 miles). Six LRT stations are proposed for the South Corridor.

RGU: Dakota County Regional Railroad Authority

Contact Persons:	Allen Moe	Kathy DeSpiegelaere
	DCRRA	RCRRA
	14955 Galaxie Boulevard	316 Court House
	Apple Valley, MN 55124	Saint Paul, MN 55102
	(612) 891-7030	(612) 298-5420

7. Project Magnitude Data

Total Project Area (acres) NA
or Length (miles) 5.6 mile

Number of Residential Units
Unattached NA Attached NA

Commercial/Industrial/Institutional Building Area (gross floor space)
Total NA square feet;

Indicate area of specific uses:

Office _____	Manufacturing _____
Retail _____	Other Industrial _____
Warehouse _____	Institutional _____
Light Industrial _____	Agricultural _____
Other Commercial (specify) _____	
Building Heights(s) _____	
Other <u>1,000-1,400 park-and-ride spaces at LRT stations</u>	

8. Permits and Approvals Required. List all known local, state and federal permits, approvals and funding required:

Unit of Government	Type of Application	Status
-----------------------	------------------------	--------

FEDERAL:

U.S. Army Corp of Engineers	Section 10, Section 404 Permits	Need to be determined.
U.S. Coast Guard	Permit to Construct Bridge in Navigable Waters	To be submitted.
National Park Service	Review of Plans for consistency with National River and Recreation Area	To be submitted.
Federal Highway Administration	Preliminary and Final Design Approval	To be applied for.

STATE:

MN Department of Natural Resources	Work in Protected Waters Permit	Need to be determined.
	Water Appropriations Permit	Need to be determined.
MN Pollution Control Agency	Indirect Source Permit	Need to be determined.
	NPDES Permit	Need to be determined.
Minnesota Public Service Commission	Permit to Operate a Transit System	Need to be determined
Minnesota Department of Transportation	Preliminary Design Approval for segments within Mn/DOT ROW	To be submitted.
	Final Design Approval for segments within Mn/DOT ROW	To be submitted.
	Permit to Use/Access a Trunk Highway	To be submitted.
State Historic Preservation Officer (SHPO)	Review of Archaeological Mitigation	To be determined.
State Archaeologist	Review of Archaeological Mitigation	To be determined.

REGIONAL:

Regional Transit Board	Preliminary Design Plans (Review/Comment/Recommend modifications)	To be submitted.
	Final Design Approval	To be submitted.
Metropolitan Council	Preliminary Design Plans	To be submitted.
	Final Design Plans (Review for consistency with Development Guide)	To be submitted.

Dakota County Regional Railroad Authority	Preliminary Design Approval	To be submitted.
	Final Design Approval	To be submitted.
Dakota County Board of Commissioners	Preliminary Design Approval	To be submitted.
	Final Design Approval	To be submitted.
Ramsey County Regional Railroad Authority	Preliminary Design Approval	To be submitted.
	Final Design Approval	To be submitted.
Ramsey County Board of Commissioners	Preliminary Design Approval	To be submitted.
	Final Design Approval	To be submitted.
Dakota County Soil and Water Conservation District	Review of erosion and sediment control measures	To be determined.
Ramsey County Soil and Water Conservation District	Review of erosion and sediment control measures	To be determined.
Lower Mississippi Watershed Management Organization	Varies	To be determined.

LOCAL:

Additional wetland permits may be required after January 1992, by the Minnesota Board of Water and Soil Resources or the local governmental units, as a result of the 1991 Wetland Conservation Act.

Review by the St. Paul Heritage Preservation Commission (HPC) regarding potential impacts to archaeological sites, historic districts and properties.

The Physical Design component of the Preliminary Design Plans and Final Design Plans will require approval from the following cities:

St. Paul
South St. Paul

West St. Paul
Inver Grove Heights

In addition, a number of local permits will be required as part of the project approval process. These permits include any and all permits associated with zoning, platting, subdivision, site plan, and building processes where and if applicable.

9. **Land Use.** Describe current and recent past land use and development on the site and on adjacent lands. Discuss the compatibility of the project with adjacent and nearby land uses; indicate whether any potential conflicts involve environmental matters. Identify any potential environmental hazard due to past land uses, such as soil contamination or abandoned storage tanks.

The current land uses vary greatly along the corridor. The portion of the corridor north of Eaton Street is primarily industrial and manufacturing type land uses. South of Eaton Street to I-494 the land use adjacent to the corridor is primarily low density and medium density residential. South of I-494 to Upper 55th Street the land use is office and commercial. A major shopping mall is proposed in the southeast quadrant of the Lafayette Freeway/I-494 interchange.

One of the criteria for locating the LRT line and stations was the proximity to major transit patron generators. The residential and office commercial land uses were considered to be the largest generators of transit trips. Therefore, from the standpoint of providing good transit service, the project is compatible with the adjacent and nearby land uses. However, potential concerns of the adjacent and nearby land uses may include increased traffic at station areas, intensification of land uses around stations, and noise.

No survey has been conducted of potential environmental hazards due to past land uses. However, south of Eaton Street to I-494, the past land uses were primarily residential. The right-of-way for this segment of the Lafayette Freeway Corridor was previously residential development. The area south of I-494 was primarily undeveloped.

10. **Cover Types.** Estimate the acreage of the site with each of the following cover types before and after development (before and after totals should be equal):

Because the exact location of the alignment and stations has not been determined, it is difficult to estimate the acreage of different cover types that might be affected by the project. In addition, the size of station park-and-ride lots has not yet been determined. The estimates below are, at this point in the design process, approximations based on the level of detail available.

	<u>Before</u>	<u>After</u>
Types 2 to 8 Wetlands	1	0
Wooded/Forest	4	0
Brush/Grassland	4	0
Cropland	0	0
Urban/Suburban Lawn Landscaping	39	10
Impervious Surface	7	45
Other (describe)	0	0
	55 acres	55 acres

11. Fish, Wildlife, and Ecologically Sensitive Resources

- a. Describe fish and wildlife resources on or near the site and discuss how they would be affected by the project. Describe any measures to be taken to minimize or avoid adverse impacts.

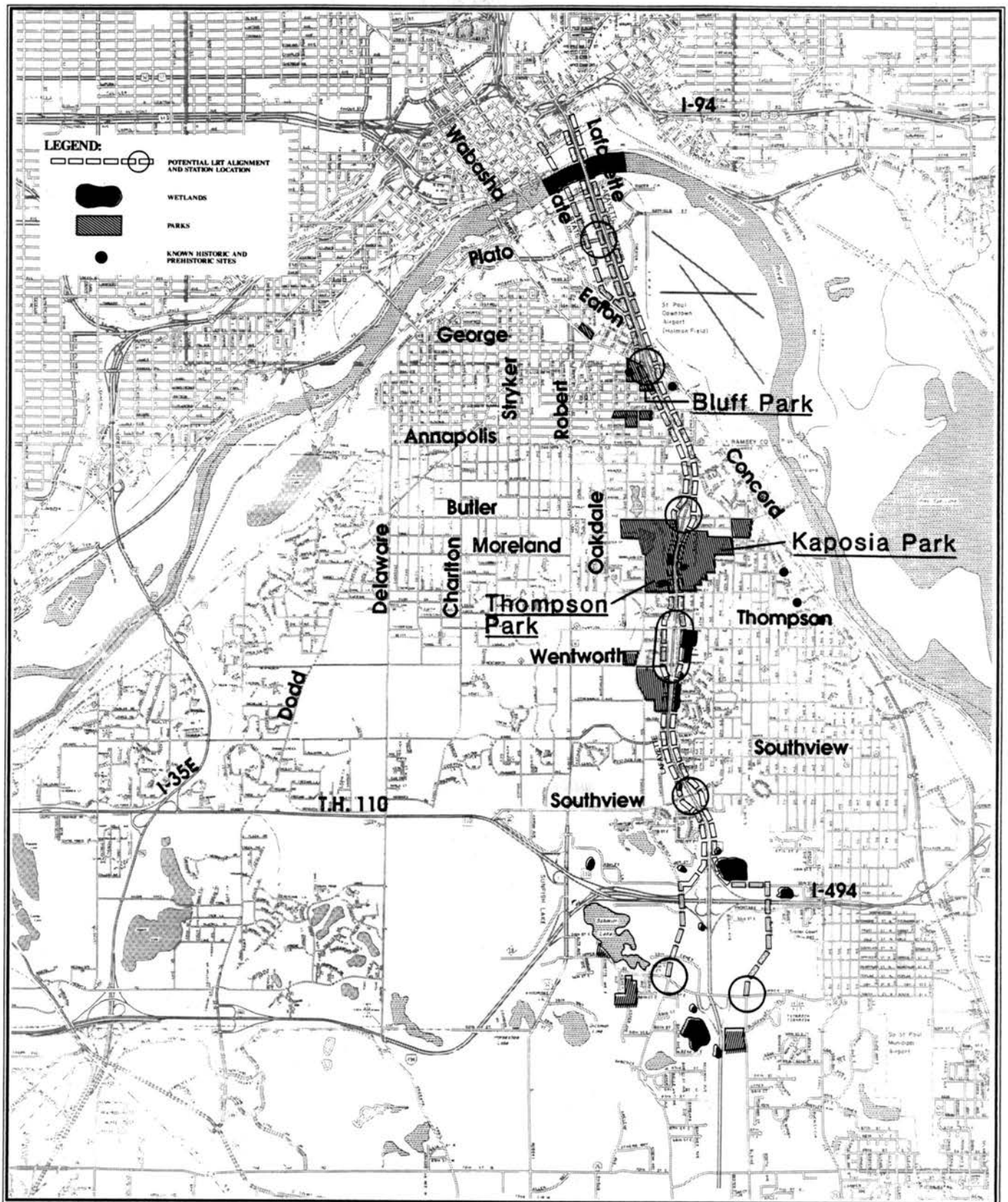
The LRT line would cross the Mississippi River on a new bridge which will involve construction in the river. This construction could have potential effects on fish, but it is expected to be minimal. Other natural areas that may be affected by the construction of the LRT line include Bluff Park in the southwest quadrant of Concord Street and the Lafayette Freeway and Simon's Ravine just south of Butler Avenue (Figure 10). There are also a number of wetlands adjacent to the corridor which may be impacted depending on the exact location of the alignment and stations. The impact to wildlife habitat is expected to be minimal; therefore, the project is not expected to have a significant adverse impact on fish and wildlife resources. The extent of impacts and measures to minimize or avoid adverse impacts will be determined during the preliminary design and environmental impact statement phase of the project.

- b. Are there any state-listed endangered, threatened, or special-concern species; rare plant communities; colonial waterbird nesting colonies; native prairie or other rare habitat; or other sensitive ecological resources on or near the site?

☐ Yes ☐ No
☒ To Be Determined

If yes, describe the resource and how it would be affected by the project. Indicate if a site survey of the resources was conducted. Describe measures to be taken to minimize or avoid adverse impacts.

A site survey has not been conducted to determine the presence of these types of resources in the corridor. However, it is expected that these types of resources do not exist in the corridor. The proposed alignments are within the range of two



St. Paul South LRT Corridor **E.A.W./Scoping Decision** **DCRRA • RCRRA**

PRELIMINARY NATURAL AND CULTURAL RESOURCE INVENTORY



BRW

Figure 10.0

federally listed bird species, the Bald Eagle and the Peregrin Falcon. The project will not likely impact habitat of either species.

The Minnesota Department of Natural Resources Natural Heritage Program will be requested to review their database for records of state or federally listed species within or near the project area.

12. **Physical Impacts on Water Resources. Will the project involve the physical or hydrologic alteration (dredging, filling, stream diversion, outfall structure, diking, impoundment) of any surface water (lake, pond, wetland, stream, drainage ditch)?**

 X Yes No

If yes, identify the water resource to be affected and describe: the alteration, including the construction process; volumes of dredged or fill material; area affected; length of stream diversion; water surface area affected; timing and extent of fluctuations in water surface elevations; spoils disposal sites; and proposed mitigation measures to minimize impacts.

The National Wetland Inventory (NWI) maps were reviewed to identify the wetlands within the corridor study area (Figure 10). Along the east side of the Lafayette Freeway, seven wetlands were identified, including DNR Wetland 88W. Four small wetlands are located along the west side of the Lafayette Freeway. An unnamed creek flows under the Lafayette freeway to the north of Emerson Avenue through Simon's Ravine.

The proposed LRT system may requiring filling of area wetlands. Modifications to DNR Protected Wetlands within the study area will require a Permit to Work in Protected Waters or Wetlands and compensatory mitigations. An Army Corps of Engineers Section 404 Permit will be required for any fill to be placed within the wetlands in the study area. As noted in Item 8, additional wetland permits may be required after January 1992, by the Minnesota Board of Water and Soil Resources or the local governmental units, as a result of the 1991 Wetland Conservation Act.

As noted in Item 11, the proposed alignment will cross the Mississippi River on a newly constructed bridge. The bridge design plans will require review and approval by the U.S. Army Corps of Engineers and the U.S. Coast Guard. The design plans and construction activities will comply with U.S. Coast Guard Requirements regarding vertical and horizontal clearance.

The impacts to the Mississippi River, the unnamed creek, study area wetlands and the Simon's Ravine area, will be addressed in greater detail in the EIS.

13. Water Use

- a. Will the project involve the installation or abandonment of any wells?

☐ Yes ☐ No
☒ To Be Determined

For abandoned wells give the location and Unique well number. For new wells, or other previously unpermitted wells, give the location and purpose of the well and the Unique well number (if known).

This issue area will be addressed in greater detail during the EIS and preliminary design phase of the project. Additional right-of-way will be required at the station locations and between Eaton Street and Annapolis Street. The extent of the study area at the stations is dependent on the proposed station area facilities (e.g., number of park-and-ride/drop-off spaces, bus bays, etc.).

- b. Will the project require an appropriation of ground or surface water (including dewatering)?

☒ Yes ☐ No

If yes, indicate the source, quantity, duration, purpose of the appropriation, and DNR water appropriation permit number of any existing appropriation. Discuss the impact of the appropriation on groundwater levels.

It is anticipated that dewatering will be required during construction of retaining walls adjacent to the corridor and any underground utility relocation or service extensions to the proposed station locations.

If determined necessary, a Department of Natural Resources groundwater appropriation permit will be applied for.

- c. Will the project require connection to a public water supply?

☒ Yes ☐ No

If yes, identify the supply, the DNR water appropriation permit number of the supply, and the quantity to be used.

It is anticipated that each station facility will have a water connection for cleaning/maintenance of the station area. Restroom facilities may be provided at various station areas. The specific facilities provided at each of the stations in the

St. Paul South Corridor will be addressed in greater detail during the EIS/preliminary design stages of the project.

14. **Water-related Land Use Management Districts.** Does any part of the project site involve a shoreland zoning district, a delineated 100-year floodplain, or a state or federally designated wild or scenic river land use district?

☒ Yes ☐ No

If yes, identify the district and discuss the compatibility of the project with the land use restrictions of the district.

The City of Saint Paul has adopted a Mississippi River Shoreland Zoning District ordinance. The St. Paul South LRT alignment will cross the Mississippi River in the vicinity of the Lafayette Bridge in St. Paul. The Mississippi River has an Urban Development shoreline classification in the proposed corridor area. It is not anticipated that the construction of a bridge for the LRT will violate any of the setback requirements under this classification. The bridge crossing will also span the Mississippi River Critical Area. The Critical Area is generally bound by the upper limits of the river bluffs and it is not anticipated that the LRT crossing will impact this area. It is anticipated that the bridge crossing will not affect the 100-year floodplain of the Mississippi River. The LRT will also cross over the Mississippi National River and Recreation Area created in 1988. However, this area has yet to be defined and a management plan coordinating federal, state, regional, and local plans is to be developed by November of 1991. The management plan is expected to address public and private use of the river corridor and to provide a framework for intergovernmental relations with regard to the river.

The construction of the proposed LRT bridge will require the placement of bridge columns in the Mississippi River.

The Environmental Impact Statement (EIS) will address in greater detail the compatibility of an LRT line through the aforementioned areas.

15. **Water Surface Use.** Will the project change the number or type of watercraft on any water body?

☐ Yes ☒ No

If yes, indicate the current and projected watercraft usage and discuss any potential overcrowding or conflicts with other users or fish and wildlife resources.

16. Soils. Approximate depth (in feet) to:

Groundwater: minimum _____ average 50* feet
Bedrock: minimum 150 average 350 (range of 150-550)

*Source: Geologic Atlas for Dakota County. The Geologic Atlas for Ramsey County has not been completed.

Describe the soils on the site, giving SCS classifications, if known. (SCS interpretations and soil boring logs need not be attached.)

Groundwater depth within the Dakota County portion of the corridor averages 50 feet below the ground surface. Based on review of the Geologic Map of the Minneapolis/St. Paul Urban Area: Bedrock, Topography and Engineering Properties, the bedrock within the corridor varies from 150 to 550 feet below the ground surface, with the exception of outcroppings of bedrock along the river bluffs. Excluding the floodplains of the Mississippi River, the soils in the corridor area generally consist of well-drained soils formed in loamy and sandy glacial till and outwash. The subsoils in the corridor area are generally sand. The main soil type is a combination of the Kingsley and Kingsley-Mahtomedi soil groups. This loamy and sandy soil is well drained and moderately coarse textured. This type of soil would be classified by the Soil Conservation Service as a Group B soil.

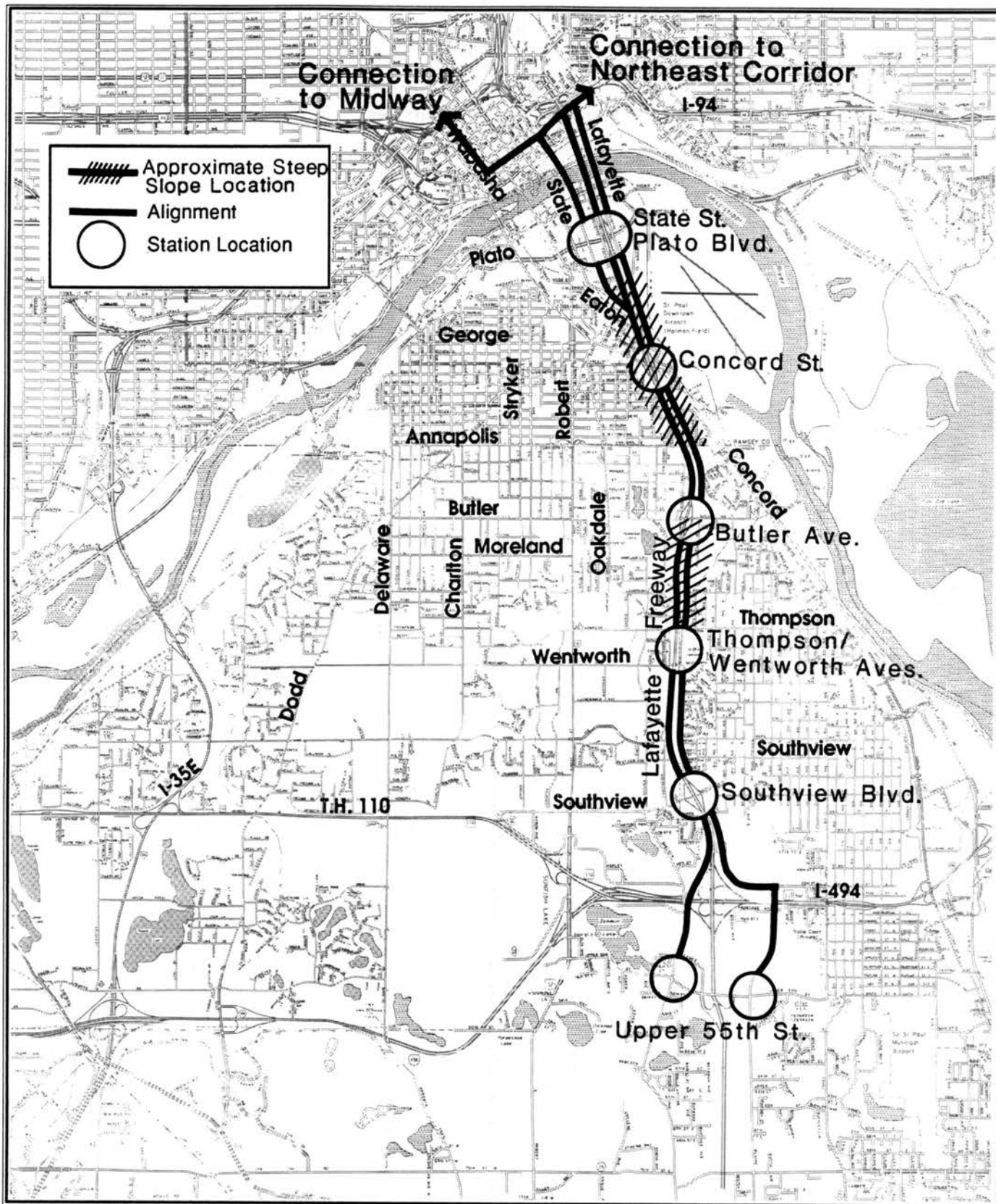
The EIS will address soil conditions at potential facility sites, cleanup and disposal of contaminated soil as necessary, and the impact directly related to this project.

17. Erosion and Sedimentation. Give the acreage to be graded or excavated and the cubic yards of soil to be moved: acres na*; cubic yards na*.

Describe any steep slopes or highly erodible soils and identify them on the site map (Figure 11). Describe the erosion and sedimentation measures to be used during and after construction of the project.

* Grading plans have not yet been prepared.

Steep slopes exist near the Mississippi River bluffs and Simon's Ravine. Between Eaton Street and I-494, the LRT alignment would be located in the side slope adjacent the highway. The existing side slope would be eliminated by using retaining walls and LRT would be located at about the same grade as the Lafayette Freeway. Sedimentation control measures utilized during construction operations will include placement of sediment barriers (silt fences and hay bales) around adjacent wetlands and storm sewer systems to filter out sediments contained in storm water runoff. The sediment barriers will be maintained throughout the construction period. After construction, disturbed areas will be fine graded and revegetated.

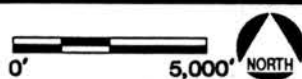


St. Paul South LRT Corridor

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STEEP SLOPE AREAS



BRW

Figure 11.0

Erosion and sedimentation control measures will be provided in accordance with the Lower Mississippi River Watershed Management Organization's ordinances and additional requirements of the impacted municipalities.

18. Water Quality - Surface Water Runoff

- a. Compare the quantity and quality of site runoff before and after the project. Describe methods to be used to manage and/or treat runoff.**

It is not expected that the LRT corridor will create a significant increase in the volume of runoff over that experienced from the existing Lafayette Freeway corridor. The LRT corridor will be approximately 30 feet in width and will consist of track and crushed rock ballast. This type of surface will be more pervious than the existing roadway and will limit the amount of runoff from the corridor. At station locations, impervious area will be added to facilitate parking. However, the overall addition of impervious surface will be minor and no significant impacts are anticipated. Storm water handling considerations will be included in the design for each station, in cooperation with state and local governing agencies, and the affected Watershed District.

- b. Identify the route(s) and receiving water bodies for runoff from the site. Estimate the impact of the runoff on the quality of the receiving waters. (If the runoff may affect a lake, consult EAW Guidelines about whether a nutrient budget analysis is needed.)**

Receiving waters vary from ditches to local storm water pipe systems. The specific receiving waters (including area wetlands) affected by the proposed alignment and station areas will be addressed during the EIS/preliminary design phase of the project.

19. Water Quality - Wastewaters

- a. Describe sources, quantities, and composition (except for normal domestic sewage) of all sanitary and industrial wastewaters produced or treated at the site.**

Restroom facilities, if any, at station locations will produce normal domestic sewage.

- b. Describe any waste treatment methods to be used and give estimates of composition after treatment, or if the project involves on-site sewage systems, discuss the suitability of the site conditions for such systems. Identify receiving waters (including groundwater) and estimate the impact of the discharge**

on the quality of the receiving waters. (If the discharge may affect a lake, consult EAW Guidelines about whether a nutrient budget analysis is needed.)

All wastewater will discharge into municipal sewer systems.

- c. If wastes will be discharged into a sewer system or pretreatment system, identify the system and discuss the ability of the system to accept the volume and composition of the wastes. Identify any improvements which will be necessary.

Existing municipal sewer systems will service the proposed stations. The increase in wastewater flow will be insignificant, and the existing municipal systems have adequate capacity to facilitate the minor increases in flow. Improvements will consist of connecting to the existing sewers and extending a service line to the proposed station.

20. Groundwater - Potential for Contamination

- a. Approximate depth (in feet) to groundwater: _____ minimum; 50 feet* average.

*Source: Geologic Atlas for Dakota County. The Geologic Atlas for Ramsey County has not been completed. Additional analysis regarding the groundwater depths in Ramsey County will be completed during the EIS/preliminary design phase of the project.

- b. Describe any of the following site hazards to groundwater and also identify them on the site map: sinkholes; shallow limestone formations/karst conditions; soils with high infiltration rates; abandoned or unused wells. Describe measures to avoid or minimize environmental problems due to any of these hazards.

The identified potential site hazards to groundwater will be addressed in the EIS.

- c. Identify any toxic or hazardous materials to be used or present on the project site and identify measures to be used to prevent them from contaminating groundwater.

There will be no use of toxic or hazardous chemicals in the operation of the LRT system.

21. Solid Wastes; Hazardous Wastes; Storage Tanks

- a. Describe the types, amounts, and compositions of solid or hazardous wastes to be generated, including animal manures, sludges and ashes. Identify the method and location of disposal. For projects generating municipal solid waste indicate if there will be a source separation plan; list type(s) and how the project will be modified to allow recycling.

Portions of the LRT system are expected to generate very minimal solid wastes, such as are gathered in a waste receptacle. These wastes will be collected by maintenance personnel and become part of the normal solid waste stream.

Hazardous wastes will not be generated in significant quantities, and there will be no sludges. As compared to earlier electric railway technology, modern LRT systems are engineered to avoid hazardous materials through the use of inert material and air (instead of oil bath) cooling of electrical equipment.

Quantities cannot be estimated until the size of the LRT fleet and details of its mechanical and electrical design are specified and a maintenance plan is prepared. Once these parameters are known, appropriate disposal locations will be determined.

- b. Indicate the number, location, size, and use of any above or below ground tanks to be used for storage of petroleum products or other materials (except water).

Not applicable.

- 22. Traffic.** Parking spaces added 1,000-1,400 Existing spaces (if project involves expansion) NA Estimated total Average Daily Traffic (ADT) generated 2,500-3,000 Estimated maximum peak hour traffic generated (if known) and its timing: 600 to 1,000 vph. For each affected road indicate the ADT and the directional distribution of traffic with and without the project. Provide an estimate of the impact on traffic congestion on the affected roads and describe any traffic improvements which will be necessary.

The potential traffic impacts of the St. Paul South Corridor include decreases in daily traffic volumes resulting from a mode shift to LRT, increases in local traffic associated with LRT stations, and potential conflict with traffic movements. These impacts will be addressed in the Draft EIS. A traffic impact evaluation will be conducted for all stations in the corridor and for conflicts with traffic movements.

Based on the station area traffic evaluation, stations will be placed into one of the following categories, depending on the level of impact:

* No Significant Traffic Impact:

The traffic impacts of the station will be considered insignificant with no further analysis required.

* Minor Traffic Impacts:

The station will be subjected to a brief traffic analysis which will include recommendations for provision of access to the station and analysis of any traffic issues which are potentially significant.

* Potentially Significant Off-Site Traffic Impacts:

A potential impact analysis will be conducted for the station to determine off-site impacts and recommended mitigation measures. The analysis will also include an evaluation of access to the station and analysis of other potentially significant traffic issues.

The level of traffic analysis will depend on the following:

- * Number of park-and-ride spaces provided
- * Number of feeder buses expected
- * Number of drop-off users expected
- * Characteristics of the street system adjacent to the station

At the stations where an off-site traffic impact analysis will be conducted, this analysis will determine the following:

- * Daily and PM peak hour trip generation of the station
- * Directional distribution of traffic
- * Impact on the local street system, including increase in ADT
- * Need for roadway improvements to accommodate expected traffic increases

Each off-site traffic impact analysis will be conducted using the following assumptions:

- * The analysis will consider Daily and PM peak hour trips. The need for roadway improvements will be based on PM peak hour conditions.
- * The study area for the analysis of traffic impacts will be determined based on a recommended Institute of Transportation Engineers (ITE) practice for the conduct of traffic impact analyses published in the August 1988 ITE Journal.

- * Trip generation will be based on the best available information, including LRT patronage forecasts, experience of other LRT systems, and/or assumptions on traffic patterns of LRT users.
- * Directional distribution of traffic will be based on local traffic patterns in the area of each park-and-ride lot.
- * The analysis will generally be based on existing traffic conditions plus the addition of project-generated traffic. In some cases, increases in traffic because of other sources will be considered, depending on local conditions.

Traffic analysis will also be conducted to determine the impact of operating LRT lines in existing street right-of-way. The analysis will include the following:

- * Impact of the operation of the LRT line, including signal pre-emption, any reduction in street capacity, and any change in ADT which would result.
- * Ability of the street and parallel streets to carry existing and projected traffic demand.
- * The need for roadway improvements which would occur as the result of implementation of the LRT line.
- * Impact on maintenance of parallel roadway.

The analysis will be conducted using available traffic counts and forecasts.

The Draft EIS will also include an evaluation of pedestrian access at stations and the need for any special pedestrian-related facilities in this corridor.

23. **Vehicle-related Air Emissions.** Provide an estimate of the effect of the project's traffic generation on air quality, including carbon monoxide levels. Discuss the effect of traffic improvements or other mitigation measures on air quality impacts. (If the project involves 500 or more parking spaces, consult EAW Guidelines about whether a detailed air quality analysis is needed.)

By providing an alternative to the automobile, the proposed LRT line could reduce vehicle travel and resulting vehicle emissions of carbon monoxide, hydrocarbons, and nitrogen oxides. The Draft EIS will estimate the vehicle miles of travel (VMT) in the corridor with and without the proposed LRT. The change in VMT will be used to estimate the change in vehicle air pollutant emissions.

The LRT system has the potential to increase motor vehicle emissions by reducing available roadway capacity. Roadway capacity may be reduced where the LRT operates at-grade on existing roadways or where there are at-grade rail crossings. Motor vehicles emissions may increase if traffic is diverted to alternative routes or is subject to additional delays.

The Draft EIS will analyze the change in roadway capacity associated with the proposed LRT line and the resultant changes in traffic volumes, delay times, and operating speeds. Where the LRT will significantly change existing traffic operations, detailed analyses of carbon monoxide concentrations will be done and presented in the EIS.

In the vicinity of LRT stations, traffic attracted to the station will emit pollution and add to existing traffic volumes. If the LRT station-generated traffic causes a significant change in traffic operations, detailed analyses of carbon monoxide concentrations will be done and presented in the EIS.

24. **Stationary Source Air Emissions.** Will the project involve any stationary sources of air emissions (such as boilers or exhaust stacks)?

☒ Yes ☐ No

If yes, describe the sources, quantities, and composition of the emissions; the proposed air pollution control devices; the quantities and composition of the emissions after treatment; and the effects on air quality.

The LRT system will be electrically powered. If additional fossil fuels are burned to generate power for the LRT, additional sulfur dioxide, nitrogen oxides, and particulates will be emitted in the vicinity of the power-generating facility. The amount of air pollutants emitted by electrical generating facilities to produce the energy needed to power the St. Paul South LRT will be estimated in the Draft EIS. It will not be possible, however, to associate the power required for the LRT system with a specific existing power plant. It is important to point out that the increase in sulfur oxide and nitrogen oxide emissions associated with the required electrical power generation will occur outside the Metropolitan area. No new power plants will be constructed to accommodate the LRT system.

25. **Will the Project Generate Dust, Odors, or Noise During Construction and/or Operation?**

☒ Yes ☐ No

If yes, describe the sources, characteristics, duration, and quantities or intensity, and any proposed measures to mitigate adverse impacts. Also identify the locations of sensitive receptors in the vicinity and estimate the impacts on these receptors.

Dust

Dust will be generated during construction of the proposed LRT system. The amount of dust generated will depend on:

- * The area of exposed soil surface.
- * The amount of excavation or filling required.
- * Wind speeds and directions during the construction period.
- * Soil moisture during the construction period.
- * The duration of the construction activities.

Dust generation can be minimized by paving or by promptly replacing vegetative cover after grading, applying dust suppressants during dry periods, and ceasing construction during periods of high wind. The generation of dust is regulated by the Minnesota Pollution Control Agency (MPCA), Minnesota Rules Part 7005.0550 which requires reasonable measures to control dust during construction. Construction dust generation will not be analyzed in the EIS.

Noise

The proposed LRT system will generate noise during both the construction and operations phases. During the construction phase, noise will be generated by heavy machinery used to prepare the station sites, park-and-ride lots and track sections. Noise generated by construction will be controlled by using construction equipment that is properly maintained, operated, and muffled in accordance with manufacturers' specifications and by restricting construction activities to daytime hours. Noise generated during the operations phase would be from the following sources:

- * In roadway corridors, LRT would replace a portion of the existing vehicular traffic. The noise impacts on LRT in the corridor compared to vehicle traffic will be addressed in the EIS.
- * Feeder-buses which extend the service area of station sites. The EIS will address the noise impacts of potential changes in existing transit bus routes.

- * Automobile traffic to and from proposed station sites and parking lots associated with the system.

Vibration

The proposed LRT system has the potential to create ground-borne vibration impacts on developments adjacent to the corridors. The effects of LRT ground-borne vibration are generally perceived in two forms:

- * Vertical floor vibration
- * Rumbling noise within adjacent buildings which is caused by resonance through the building structure

Adjacent to at-grade sections, vertical vibration of interior floors is the dominant effect. In contrast, adjacent to rail tunnel sections, the rumbling of ground-borne noise is more dominant. Guideline levels for evaluating the potential for a significant impact have been established for each of these vibration effects.

Guidelines, criteria, and methodologies to address noise and vibration in the EIS are documented in Appendix A.

26. Are Any of the Following Resources on or in Proximity to the Site?

- a. archaeological, historical, or architectural resources? ☒ Yes ☐ No
- b. prime or unique farmlands? ☐ Yes ☒ No
- c. designated parks, recreation areas, or trails? ☒ Yes ☐ No
- d. scenic views and vistas? ☒ Yes ☐ No
- e. other unique resources? ☐ Yes ☒ No

If any items are answered Yes, describe the resource and identify any impacts on the resource due to the project. Describe any measures to be taken to minimize or avoid adverse impacts.

- a. The St. Paul South LRT alignment could potentially impact three structures already considered significant by the St. Paul Heritage Preservation Commission (HPC). These buildings are located at 634 South Woodbury Street, 306 East Baker Street, and 555 East Concord (Figure 10). These structures will need additional study to determine if they are eligible for listing on the National Register of Historic Places (NRHP). If these structures are determined to be

eligible for listing, then mitigation measures may be required to prevent, reduce or compensate for the impacts.

In addition to the known cultural resources, there is a possibility for the existence of previously undetected archaeological, architectural, and historical resources. A reconnaissance survey will need to be conducted within the study corridor to identify and locate these areas. If warranted, further investigation for previously undetected and/or unrecorded cultural resources will be recommended.

The cultural resources identification program will be conducted and reviewed according to the guidelines set forth by the National Historic Preservation Act and the Procedure of the National Advisory Council of Historic Preservation (36 CFR 800). Specific impacts to historic properties which cannot be adequately determined at this time can be deferred to later planning stages.

- c. A preliminary review of local and regional parks that could potentially be impacted by the proposed alignments was conducted. This information was taken from the comprehensive plans of the cities of Inver Grove Heights, South St. Paul, Saint Paul and a Dakota County Highway map. Figure 10 identifies the parks within the study area.

As identified in Figure 10, Thompson County Park and several city parks are located within the study area. Two parks within the City of Saint Paul could be impacted by the west Lafayette Freeway alignment. Thompson County Park in West St. Paul and Kaposia Park in South St. Paul could be impacted by the west and east Lafayette Freeway alignments, respectively.

- d. Scenic Views and Vistas

The Mississippi River, downtown Saint Paul, and the river bluffs can be viewed from the Lafayette Freeway.

27. Will the Project Create Adverse Visual Impacts? (Examples include: glare from intense lights; lights visible in wilderness areas; and large visible plumes from cooling towers or exhaust stacks.)

☒ Yes ☐ No

If yes, explain.

Because the proposed LRT alignment would be located within an existing highway corridor, it is anticipated that there would not be any significant visual impacts. The impacts to adjacent residents, associated with the passby of LRT vehicles, will be addressed in greater detail in the EIS. The proposed LRT alignment would require the

construction of a LRT bridge across the Mississippi River, which would add an additional structural element to the River.

28. **Compatibility with Plans.** Is the project subject to an adopted local comprehensive land use plan or any other applicable land use, water, or resource management plan of an local, regional, state, or federal agency?

 X Yes No

If yes, identify the applicable plan(s), discuss the compatibility of the project with the provisions of the plan(s), and explain how any conflicts between the project and the plan(s) will be resolved. If no, explain.

The St. Paul South Corridor, from downtown Saint Paul, to TH 110 is included in the Regional Transit Board's Ten-year Staging Plan (Figure 1.0).

The Comprehensive LRT System Plan for Ramsey County, approved in December 1989, identified the St. Paul South LRT Corridor as the second priority corridor in Ramsey County (the Midway Corridor was identified as the highest priority LRT corridor in the metropolitan area).

The Comprehensive LRT System Plan for Dakota County, approved in March 1990, recommends three LRT corridors for construction in the next twenty years, including the St. Paul South Corridor (referred to as the "East Corridor" in the Comprehensive Plan).

Comprehensive Plans for the municipalities included in the St. Paul South Corridor Study area currently do not address the implementation of an LRT system in this area. Therefore, to directly assess if the implementation of LRT is consistent with the appropriate comprehensive plans would not be possible. As directed by the Metropolitan Council, municipalities should take into account LRT when updating their respective Comprehensive Plans.

The EIS will include an analysis of impact areas, which are components of city/community character, such as the potential impact to neighborhood boundaries; access to community facilities/schools; traffic impacts, particularly at station sites; development potential associated with LRT; and potential relocation impacts.

The Metropolitan Council has prepared a planning framework for coordination between the development of an LRT system and land use-related activities. While land use and development opportunities are a primary objective of LRT, these guidelines are not mandatory. They are intended as information and guidance to cities affected by the implementation of LRT. Cities will continue to be responsible for land use-related decisions. The recommended planning process includes five phases:

- * **Phase I--Land Use Evaluation.** This phase, which would be accomplished during preliminary design (10 percent) and environmental reviews, involves a review of local comprehensive land use and transportation policies, an assessment of the potential impacts of the LRT line, and an assessment of station locations.
- * **Phase II--Station Area Land Use Planning.** This phase, accomplished during preliminary engineering (30 percent), includes development of conceptual land use planning around LRT stations, amendments to comprehensive plans, and further refinement of the location and sizing of park-and-ride facilities.
- * **Phase III--Detailed Station Area Land Use Planning.** This phase of planning would be undertaken during final design of LRT and involves development of a final station area land use plan, preparation of an economic market analysis, and preparation of an implementation plan.
- * **Phase IV--Station Area Preparation.** Once LRT construction is initiated, cities would take the necessary steps to implement station area plans including any public land acquisition required, negotiations with developers, and implementation of financial plans, as may be appropriate.
- * **Phase V--Station Area Development** would occur after the LRT system begins operation and would continue ten to twenty years after the system is open.

29. **Impact on Infrastructure and Public Services.** Will new or expanded utilities, roads, other infrastructure, or public services be required to serve the project?

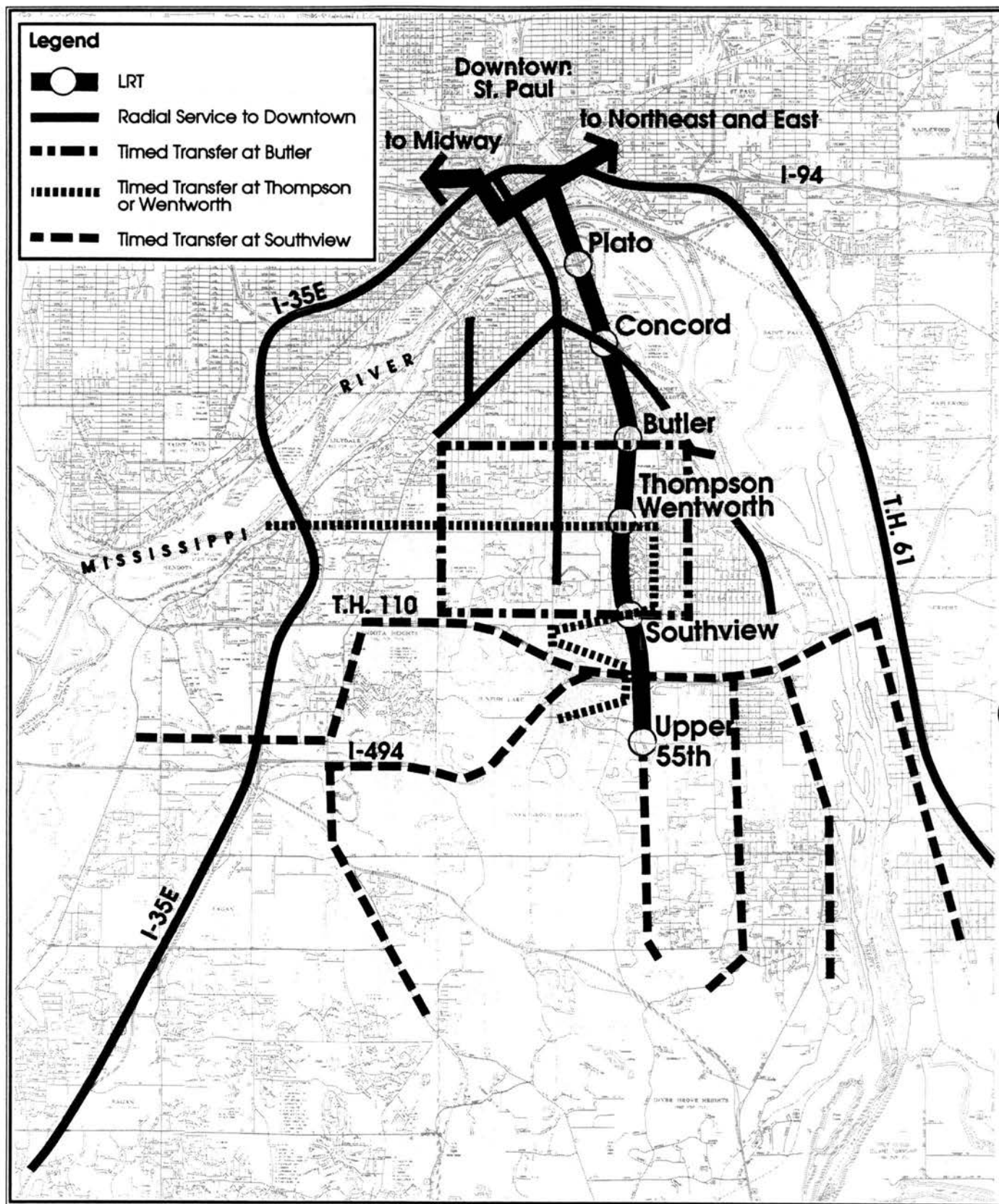
 X Yes No

If yes, describe the new or additional infrastructure/services needed. (Any infrastructure that is a "connected action" with respect to the project must be assessed in this EAW; see EAW Guidelines for details.)

Transit Service

An overall preliminary transit service plan has been developed by the Metropolitan Transit Commission for the St. Paul South LRT Corridor (Figure 12.0). The goal in developing the transit service plan is to provide the St. Paul South Corridor with transit service which is equal to or better than existing transit service in terms of total travel time and route coverage.

The transit service plan will be developed to conform to the "Rail/Bus Connections" section of the Regional Transit Board's Coordination Plan (pp. 94-95).



St. Paul South LRT Corridor
 E.A.W./Scoping Decision
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**FEEDER BUS SERVICE
 CONCEPT PLAN**



Figure 12.0

The feeder bus plan will be updated and refined throughout the design and implementation process.

30. Related Developments; Cumulative Impacts

- a. Are future stages of this development planned or likely? ☒ Yes ☐ No

If yes, briefly describe future stages, their timing, and plans for environmental review.

- b. Is this project a subsequent stage of an earlier project? ☒ Yes ☐ No

If yes, briefly describe the past development, its timing, and any past environmental review.

- c. Is other development anticipated on adjacent lands or outlots? ☒ Yes ☐ No

If yes, briefly describe the development and its relationship to the present project.

- d. If a, b, or c were marked Yes, discuss any cumulative environmental impacts resulting from this project and the other development.

The Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority have completed and distributed the Draft EIS for the Midway Corridor (December 1990). The proposed St. Paul South LRT alignment has been developed to ensure that connections to the downtown portion of the Midway and Saint Paul Northeast alignments can be made. Implementation of the St. Paul South Corridor is dependent on the construction of the Midway Corridor alignment.

As previously noted, the Regional Transit Board's Finance and Development Plan identifies the St. Paul South LRT Corridor, with a terminating point at TH 110, in the Ten-Year Staging Plan. The RTB's Twenty-Year LRT Plan identifies a west extension of the St. Paul South Corridor, to connect with the extension of the proposed Hiawatha LRT Corridor at the I-35E/I-494 interchange.

As presented in Item 28, LRT-related development/redevelopment could occur around the proposed LRT station areas. The appropriate municipalities will continue to be responsible for land-use related decisions. The EIS will identify proposed station areas where there is the potential for development/redevelopment.

31. **Other Potential Environmental Impacts.** If the project may cause any adverse environmental impacts which were not addressed by Items 1 to 28, identify and discuss them here, along with any proposed mitigation.

The Draft EIS will also address potential relocations/displacements associated with the proposed St. Paul South LRT alignment and station areas.

32. **SUMMARY OF ISSUES.** (This section need not be completed if the EAW is being done for EIS scoping; instead, address relevant issues in the draft Scoping Decision document which must accompany the EAW.) List any impacts and issues identified above that may require further investigation before the project is commenced. Discuss any alternatives or mitigative measures that have been or may be considered for these impacts and issues, including those that have been or may be ordered as permit conditions.

CERTIFICATIONS BY THE RGU (all three certifications must be signed for EQB acceptance of the EAW for publication of notice in the EQB Monitor)

- A. I hereby certify that the information contained in this document is accurate and complete to the best of my knowledge.

Signature _____

Signature _____

- B. I hereby certify that the project described in this EAW is the complete project and there are no other projects, project stages, or project components, other than those described in this document, which are related to the project as "connected actions" or "phased actions," as defined, respectively, at Minn. Rules, pts. 4410.0200, subp. 9b and subp. 60.

Signature _____

Signature _____

- C. I hereby certify that copies of the completed EAW are being sent to all points on the official EQB EAW distribution list.

Signature _____

Title of signer _____ Date _____

Signature _____

Title of signer _____ Date _____

*Saint Paul South
Light Rail Transit Corridor*

*Draft Scoping
Decision
Document*

Dakota County Regional Railroad Authority Ramsey County Regional Railroad Authority



**DAKOTA COUNTY/RAMSEY COUNTY
ST. PAUL SOUTH LIGHT RAIL TRANSIT CORRIDOR**

DRAFT SCOPING DECISION DOCUMENT

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August 1991

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SUMMARY

The Dakota County Regional Railroad Authority (DCRRA) and the Ramsey County Regional Railroad Authority (RCRRA) have prepared this Scoping Decision Document in conformance with the Environmental Quality Board (EQB) regulations pertaining to the preparation of an Environmental Impact Statement (EIS). The Scoping Decision reflects information prepared for the St. Paul South LRT Corridor Environmental Assessment Worksheet (EAW).

This Scoping Decision Document identifies the alternatives to be addressed in the St. Paul South LRT Corridor EIS, and issue areas to be addressed in detail in the EIS.

PROPOSED PROJECT

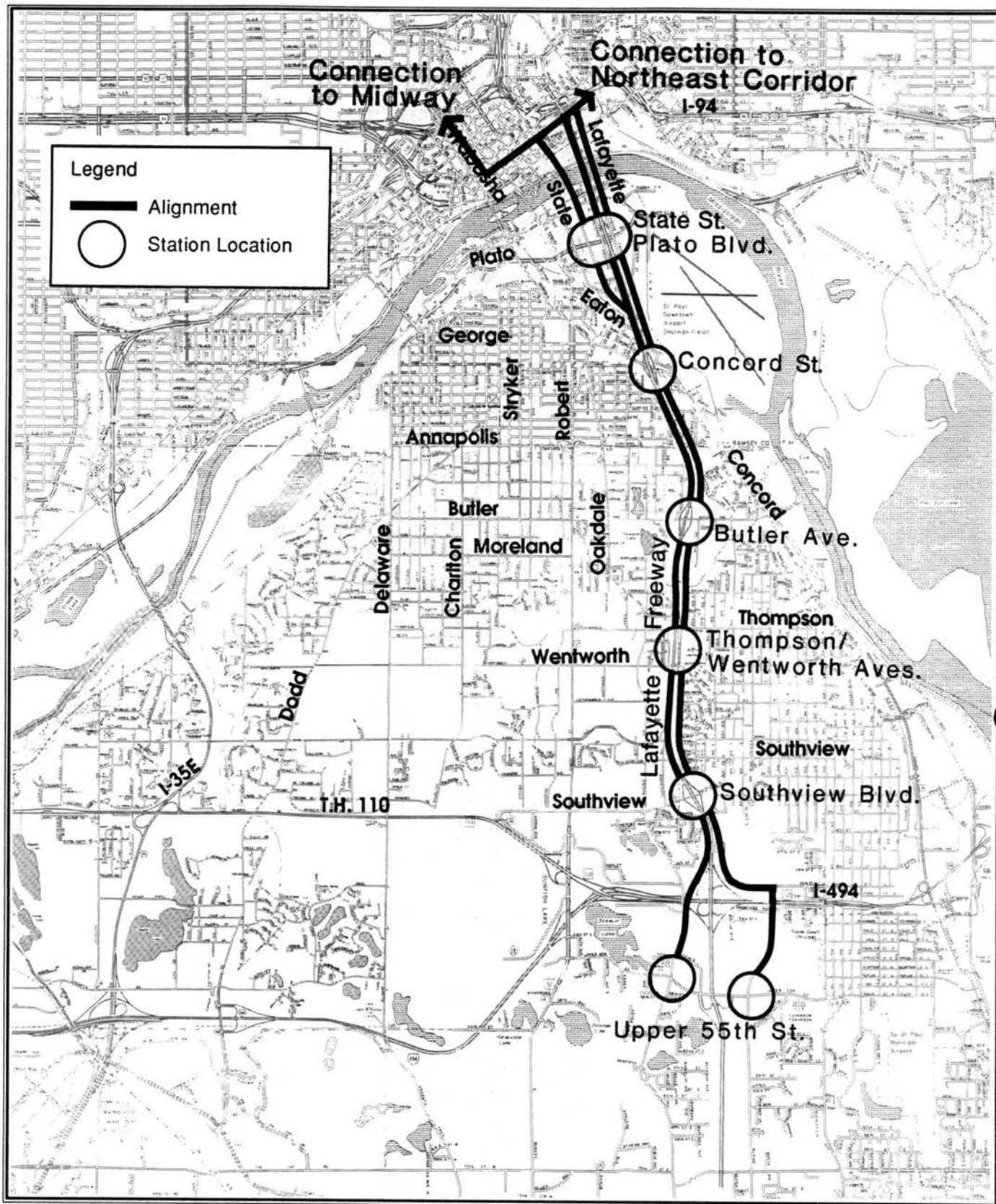
The proposed project is a light rail transit (LRT) transit line to serve the St. Paul South Corridor. The light rail transit line would run south from downtown Saint Paul to approximately Upper 55th Street, just south of I-494. This corridor is located in Ramsey and Dakota Counties.

ALTERNATIVES TO BE STUDIED IN THE EIS

The St. Paul South LRT Corridor Draft Environmental Impact Statement will assess the impacts of two alternatives.

Alternative 1: Build the St. Paul South LRT Route as shown in Figure 1.0.

The proposed St. Paul South LRT line would be an extension of the LRT line proposed in the Midway Corridor connecting downtown Minneapolis and downtown Saint Paul. The Midway Corridor LRT line will end on 4th Street at Wacouta (Figure 2.0). There are two major alignment options for connecting with the downtown Saint Paul alignment and crossing the Mississippi River.



St. Paul South LRT Corridor

E.A.W./Scoping Decision

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0' 5,000' NORTH

BRW

LRT ALIGNMENT WITH STATIONS LOCATIONS

Figure 1.0

Option A: Wall/State Street Alignment

Under this alignment option, the LRT continues from Wacouta to Wall Street, where it turns south and crosses the Mississippi River on a newly constructed bridge approximately 600 feet upstream from the existing Lafayette Freeway bridge. The proposed bridge would begin north of Kellogg Boulevard, bridge over Kellogg Boulevard and the existing parking deck by the Post Office, over the railroad tracks south of the Post Office parking deck and the Mississippi River. The bridge would continue over Fillmore Avenue on the south side of the river and end on State Street north of Plato Boulevard. From State Street the LRT alignment follows Eaton Street to the Lafayette Freeway.

Option B: Lafayette Freeway Alignment

Under this alignment option, the LRT continues on 4th Street to Broadway, bends south around the southwest corner of the Gillette Building onto Prince Street and follows Prince Street to the Lafayette Freeway. Under this option, a new bridge to accommodate the LRT would be constructed immediately adjacent to either the east or west side of the Lafayette Freeway bridge.

South of Eaton Street, the LRT alignment would be constructed in the east or west side slope of the existing freeway. The LRT track would be separated from the highway traffic lanes with a raised concrete jersey median barrier. At interchanges the LRT line would follow the exit ramp to the intersecting cross-street where it would cross the intersecting signalized roadway at-grade.

LRT stations are proposed at:

- Plato Boulevard
- Concord Street
- Butler Avenue
- Thompson or Wentworth Avenue
- Southview Boulevard
- Upper 55th Street

Alternative 2: No-Build.

The No-Build alternative assumes that the proposed St. Paul South LRT line, in Ramsey and Dakota Counties, is not constructed. Transit service would be provided by the existing bus transit system plus any bus system improvements planned by the Metropolitan Transit Commission (MTC), which are consistent with the Regional Transit Board's Guidelines for Year 2010 bus service.

TOPICS TO BE ADDRESSED IN THE ENVIRONMENTAL IMPACT STATEMENT

Topics that will be addressed in the EIS include:

- Wetlands/Vegetation and Wildlife
- Steep Slopes
- Shoreland Zoning/Floodplains/Mississippi River Critical Area/
National River and Recreation Area
- Soils
- Storm Water
- Energy
- Air Quality
- Noise and Vibration
- Transit Service
- Traffic
- Cultural Resources
- Parklands
- Visual Impacts
- Financial Impacts
- Economic Development, Employment, and Sociological Impacts
- Utilities
- LRT Ridership Projections

1.0 ENVIRONMENTAL IMPACT STATEMENT SCOPE

The following topics have been identified for in-depth analysis in the Environmental Impact Statement (EIS). The LRT alternatives previously defined will be evaluated in terms of these topics. This section provides a brief description of each of the major topics to be studied.

1.1 WETLANDS, VEGETATION AND WILDLIFE

The EIS will address impacts on wetlands, vegetation, and wildlife.

Park-and-ride lots are proposed at the Thompson/Wentworth, Southview Boulevard and Upper 55th Street stations. These parking facilities, along with right-of-way required for all the stations and the LRT alignment will be assessed for impacts to area wetlands, vegetation and wildlife.

Protected waters within the study area will be identified, impacts will be quantified, to the extent possible, and suggested mitigation measures will be presented.

The proposed alignments are within the range of two federally listed bird species, the Bald Eagle and the Peregrin Falcon. The project will not likely impact habitat of either species; however, potential impacts will be addressed in the EIS.

The Minnesota Natural Heritage Program of the Department of Natural Resources (DNR) will be requested to review their database for records of state or federally listed species within or near the project area.

A site evaluation of the LRT alignment and station areas will be conducted to determine if prairie plant species are present.

1.2 STEEP SLOPES

The EIS will address and present areas where slope requirements warrant retaining walls or other special treatments.

South of Eaton Street the LRT line would be constructed in the side slope of the existing freeway. To accommodate the LRT adjacent to the highway, the side slope would require excavation and construction of a retaining wall to provide adequate space for the thirty-foot right-of-way required for the LRT track.

1.3 SHORELAND ZONING, FLOODPLAINS, MISSISSIPPI RIVER CRITICAL AREA/ NATIONAL RIVER AND RECREATION AREA, GROUNDWATER APPROPRIATION

Shoreland Zoning

The Minnesota DNR requires that cities and townships adopt zoning regulations to protect the environmental qualities of surface waters and the natural and economic values of shoreland areas, and to provide for the wise utilization of such waters. The Shoreland Zoning District Ordinance of each of the municipalities within the study area will be reviewed to determine the impacts resulting from the proposed alignment.

Floodplains

Information regarding the study area floodplain boundaries and floodplain regulations will be obtained from the municipalities in the study area and Watershed Districts to determine potential LRT construction impacts on floodplain areas.

Mississippi River Critical Area/National River and Recreation Area

The proposed LRT alignment (under both river crossing alternatives) would cross the Mississippi River which is designated a Mississippi River Critical Area and National River and Recreation Area. The Critical Area Plan will be reviewed to determine LRT's consistency with the policies of the Plan. An approved National River and Recreation Area plan has not been completed at this time. The EIS will identify the National River and

Recreation Area boundaries. The DCRRA/RCRRA will coordinate with the National Park Service regarding proposed LRT alignment plans within the designated area.

Groundwater Appropriation

The EIS will address areas where dewatering may occur during LRT construction.

1.4 SOILS

LRT alignments are primarily located along highway right-of-way. Generally, soils in these areas provide an adequate base for roadway/highway construction. Possible exceptions to this are those areas not yet designated as park-and-ride lots and embankment areas. The EIS will address soil conditions at potential facility sites, cleanup and disposal of contaminated soil, as necessary, and the impacts directly related to the project. The Minnesota Pollution Control Agency will be requested to conduct a file search of their database for contaminated and/or potentially contaminated areas within one mile of the proposed St. Paul South LRT alignment. The intent of this review is to provide a preliminary identification of existing contaminated sites that may be present within the study area.

1.5 STORM WATER RUNOFF

It is anticipated that the additional storm water runoff will be generated by increasing impervious surfaces such as track ballast, bituminous and concrete pavement, and rooftop areas of the park-and-ride sites.

Storm water runoff resulting from the construction of the proposed LRT alignment and station areas, particularly major park-and-ride lots (more than 200 parking stalls), and its impact on receiving bodies of water, will be addressed in the EIS.

Receiving waters throughout the corridor vary from creeks and ditches to local storm water pipe systems. The projected impact on receiving waters will be identified and addressed in the EIS.

1.6 ENERGY

The EIS will include a preliminary estimate of the annual LRT energy consumption for the St. Paul South LRT system. Detailed electrical power requirements and specific distribution system characteristics will be further refined during the preliminary engineering phase of the project.

1.7 AIR QUALITY

The EIS will address project-related air quality impacts.

As presented in Section 1.6, the EIS will estimate the annual energy consumption for the proposed St. Paul South LRT system. The EIS will also estimate the amount of air pollutants emitted by electrical generating facilities to produce the energy needed to power the proposed LRT system. The estimate will be based on the estimated LRT energy requirement and the average pollutant emission rates from NSP power generating facilities in 1986. The EIS will not identify the specific existing power plant(s) which will provide power for the LRT system.

The EIS will estimate the vehicle miles of travel (VMT) in the corridor with and without the proposed LRT. The change in VMT will be used to estimate the change in vehicle air pollutant emissions.

Where LRT operates at-grade and will significantly change traffic operations, the EIS will contain detailed analyses of project impacts on carbon monoxide concentrations.

If LRT station-generated traffic causes a significant change in traffic operations, detailed analyses of carbon monoxide concentrations will be done and presented in the EIS.

Dust will be generated during construction of portions of the proposed system. This impact will be temporary, lasting only the duration of construction. Dust generation can be minimized by paving or by promptly replacing vegetative cover after grading, applying dust suppressants and limiting construction operations during periods of high winds. The generation of dust is regulated by the Minnesota Pollution Control Agency (Minnesota Rules Part 7005.0550). Construction dust generation will not be analyzed in the EIS.

1.8 NOISE AND VIBRATION

The EIS will estimate light rail vehicle (LRV) noise levels and identify land uses which may experience noise levels exceeding American Public Transit Association (APTA) noise standards and guidelines due to LRT operation.

The EIS will identify noise impacts caused by feeder bus operations and LRT station-generated traffic.

Noise will be generated by equipment used to construct the LRT system. Noise impacts caused by construction activities will vary depending on the type of equipment in use, the location of the equipment on the construction site, and the operating mode. The EIS will address the construction-related noise impacts.

The EIS will estimate LRV ground-borne vibration and identify vibration sensitive land uses which may be impacted by LRV operations.

A detailed description of criteria, guidelines, and methodologies for assessment of noise impacts is included in Appendix A.

1.9 TRANSIT SERVICE

The impacts of the project on existing and future transit service in the affected areas of Ramsey and Dakota Counties will be addressed in the EIS. This will include:

- Refinement of preliminary feeder bus system; frequency of buses; required fleet size; estimated daily bus vehicle miles travelled
- Impact on existing bus service
- Estimated transit travel times

1.10 TRAFFIC

Traffic impacts associated with LRT in the St. Paul South Corridor will be addressed in the EIS.

There are four purposes of the St. Paul South LRT Transportation Analysis:

- Identification/quantification of transportation impacts and benefits of LRT implementation in the St. Paul South LRT Corridor
- Design/evaluation of measures to mitigate the identified impacts
- Provide input in the design/evaluation of LRT facilities and operating scenarios
- Provide input to analysis of traffic-related environmental issues

Transportation impacts to be considered in the analysis are the direct and immediate effects of LRT operations adjacent to the alignment and stations as well as those that may occur in other locations. Effects of LRT implementation on the transportation system can be identified/quantified within three analysis areas:

- On-Street
 - at-grade LRT street and railroad crossings
 - taking general traffic lanes and consequent reductions in available on-street capacity
 - closure of streets
 - vehicular safety
 - restrictions on certain traffic movements and operations
 - closure of driveways to parking lots and building access points
 - emergency vehicle access
 - reductions in sidewalk width and pedestrian circulation
 - traffic operational impacts to TH 3 (Lafayette Freeway) and I-494, including impacts to access ramps

- Stations
 - feeder bus access to LRT stations, park-and-ride, and drop-off vehicles
 - vehicle access to LRT stations, park-and-ride, and drop-off facilities
 - pedestrian circulation, accessibility, and safety
 - reduction in available sidewalk widths
 - location of crosswalks and other pedestrian amenities/aids
- Traffic Diversions
 - reduction in St. Paul South LRT Corridor traffic volume due to bus/LRT mode split
 - rerouting of traffic volume adjacent to the alignment that cannot be accommodated by available capacity and permitted traffic movements and operations
 - reduction in available on-street capacity and land use accessibility along streets where traffic will be rerouted

1.11 CULTURAL RESOURCES

The St. Paul South LRT alignment could potentially impact three structures already considered significant by the Saint Paul Historic Preservation Commission (HPC). These buildings are located at 634 South Woodbury Street, 306 East Baker Street, and 555 East Concord. These structures will need additional study to determine if they are eligible for listing, then mitigation measures may be required to prevent, reduce or compensate for the impacts.

In addition to the known cultural resources, there is a possibility for the existence of previously undetected archaeological, architectural, and historical resources. A reconnaissance survey will need to be conducted within the study corridor to identify and locate these areas. If warranted, further investigation for previously undetected and/or unrecorded cultural resources will be recommended.

The cultural resources identification program will be conducted and reviewed according to the guidelines set forth by the National Historic Preservation Act and the Procedure of the National Advisory Council of Historic Preservation (36 CFR 800).

1.12 PARKLANDS

The EIS will address potential impacts of the project on public park and recreation areas, such as required park acquisition, access, user safety, visual and noise impacts and projected adjacent development.

1.13 VISUAL

The EIS will include an analysis of visual and aesthetic impacts to the existing environment resulting from LRT implementation in the St. Paul South Corridor.

The impacts will be addressed in terms of the relative sensitivity of surrounding land uses and the visibility of the roadbed, catenary wires, and LRT vehicles from adjacent publicly accessible areas such as sidewalks or parklands.

1.14 FINANCIAL IMPACTS

The EIS will address the financial impacts of constructing (capital costs), maintaining and operating the proposed St. Paul South LRT Corridor.

1.15 ECONOMIC DEVELOPMENT, EMPLOYMENT, AND SOCIOLOGICAL IMPACT

The EIS will address:

- Economic impacts of LRT
- Pedestrian and transit user safety
- Impacts on low-to-moderate income, and transit dependent residents
- Impacts on access to community facilities and services
- Impacts to neighborhood boundaries
- The estimated number of construction and permanent jobs

- Potential relocations/displacements
- Coordination of development and land use planning with LRT

1.16 UTILITIES

Utility structures which could be impacted by the proposed St. Paul South LRT system will be addressed in the EIS.

Each utility owner within the study area will be contacted to determine the scope of their facilities and potential impacts and treatments required to accommodate the proposed LRT system.

1.17 RIDERSHIP FORECASTS

Forecasts of Year 2010 LRT ridership will be prepared. The forecast will use the ridership forecasting model developed for the region in the Hennepin County LRT Preliminary Engineering Study. The forecasts developed by the Metropolitan Council will produce estimates of average weekday ridership, peak hour maximum load point volume, peak hour forecasts, access mode, and station parking demand.

2.0 EIS SCHEDULE

The following are anticipated completion dates for the various tasks and phases of the EIS process.

<u>Work Task</u>	<u>Approximate Date</u>
DCRRA Approves EAW	August 6, 1991
RCRRA Approves EAW	August 13, 1991
EAW Available to EQB	August 12, 1991
EAW Notice Published in <u>EQB Monitor</u>	August 19, 1991
Scoping Meeting	September 19, 1991
Scoping Period Ends	October 2, 1991
DCRRA/RCRRA Approves Scoping Decision	October 22, 1991
Scoping Decision Distributed to EQB	October 28, 1991
Scoping Decision/EIS Preparation Notice Published in <u>EQB Monitor</u>	November 11, 1991
DCRRA/RCRRA Begin Preparation of EIS	January 1992 ^{1/}
DCRRA/RCRRA Approves DEIS/ DEIS Distributed	June 1993
DEIS Submitted to EQB	June 1993
DEIS Notice Published in <u>EQB Monitor</u>	June 1993
Public Information Meeting	July 1993

<u>Work Task</u>	<u>Approximate Date</u>
FEIS Notice Published in <u>EQB Monitor</u>	December 1993
DCRRA/RCRRA Makes Adequacy Decision/ Adequacy Decision Distributed	January 1994
Adequacy Decision Notice Published in <u>EQB Monitor</u>	January 1994

- ^{1/} The required public hearings and meetings on the Preliminary Design (10% level of engineering) will be completed as required by state legislation. The hearings will be held after the DEIS public hearings.

3.0 REQUIRED GOVERNMENTAL ACTIONS

A number of permits will be required as part of the LRT project approval process. These permits include or may include the following:

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
FEDERAL:		
U.S. Army Corps of Engineers	Section 10, Section 404 Permits for Dredge and Fill Activities within Wetlands	Need to be determined
	Approval of Mississippi River LRT Bridge Design	To be submitted
Federal Highway Administration	Preliminary Design Approval	To be submitted
	Final Design Approval	To be submitted
United States Coast Guard	Approval of Mississippi River LRT Bridge Design	To be submitted
National Park Service	Review of Plans for Consistency with National River and Recreation Area	To be submitted
STATE:		
MN Department of Natural Resources	Groundwater Appropriations Permit	Need to be determined
	Work in Protected Waters Permit	Need to be determined
MN Pollution Control Agency	Indirect Source Permit	Need to be determined
	NPDES Permit	Need to be determined

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
MN Pollution Control Agency	Review/Approval of Existing Contaminated Soil Mitigation Measures	Need to be determined
Minnesota Public Service Commission	Permit to Operate a Transit System	Need to be determined
Minnesota Department of Transportation	Preliminary Design Approval for segments within Mn/DOT ROW	To be submitted
	Final Design Approval for segments within Mn/DOT ROW	To be submitted
	Permit to Use/Access a Trunk Highway	To be submitted
State Historic Preservation Officer (SHPO)	Review of Archaeological Mitigation	To be determined
State Archaeologists	Review of Archaeological Mitigation	To be determined
REGIONAL:		
Regional Transit Board	Preliminary Design Plans (Review/Comment/ Recommend Modifications)	To be submitted
	Final Design Approval	To be submitted
Metropolitan Council	Preliminary Design Plans Final Design Plans (Review for Consistency with Development Guide)	To be submitted
Dakota County Regional Railroad Authority	Preliminary Design Approval	To be submitted
	Final Design Approval	To be submitted
Dakota County Board of Commissioners	Preliminary Design Approval	To be submitted
	Final Design Approval	To be submitted

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
Ramsey County Regional Railroad Authority	Preliminary Design Approval	To be submitted
	Final Design Approval	To be submitted
Ramsey County Board of Commissioners	Preliminary Design Approval	To be submitted
	Final Design Approval	To be submitted
Lower Mississippi Watershed Management Organization	Varies	To be determined
Dakota County Soil and Water Conservation District	Review of Erosion and Sediment Control Measures	To be determined
Ramsey County Soil and Water Conservation District	Review of Erosion and Sediment Control Measures	To be determined

LOCAL:

The Physical Design component of the Preliminary Design Plans and Final Design Plans will require approval from the following cities:

St. Paul	West St. Paul
South St. Paul	Inver Grove Heights

- Any and all permits associated with zoning, platting, subdivision, site plan, and building processes where and if applicable.
- Review by the St. Paul Heritage Preservation Commission regarding impacts to archaeological sites, historic districts and properties.
- Additional wetland permits may be required after January 1992 by the Board of Water and Soil Resources or the local governmental units, as a result of the 1991 Wetland Conservation Act.

The information for these permits will be collected at appropriate times during the course of project development. Appropriate permit application forms will be filed as required.

4.0 CONCURRENT PERMIT APPLICATION AND DATA COLLECTION

An Indirect Source permit may be required for each park-and-ride facility which provides more than 1,000 parking spaces. It is not expected that any park-and-ride facilities will exceed 1,000 spaces; however, this determination will be made during the preliminary design/EIS phase of the project.

A majority of the data required for the submittal of an Indirect Source permit, as required by the Minnesota Pollution Control Agency, will be collected during the EIS process. All data collected for the Indirect Source Permit will either be made part of the EIS text or will appear as a table or text in the EIS appendix.

The EIS will also address the need for a National Pollution Discharge Elimination System (NPDES) permit.

5.0 ALTERNATIVES TO BE STUDIED IN THE EIS

The St. Paul South LRT Corridor Draft Environmental Impact Statement will assess the impacts of two alternatives.

ALTERNATIVE 1: BUILD THE ST. PAUL SOUTH LRT ROUTE AS SHOWN IN FIGURE 1.0

The proposed St. Paul South LRT line would be an extension of the LRT line proposed in the Midway Corridor, connecting downtown Minneapolis and downtown Saint Paul. The Midway Corridor LRT line will end on 4th Street at Wacouta (Figure 2.0). There are two alignment options for connecting with the downtown Saint Paul alignment and crossing the Mississippi River.

Option A: Wall/State Street Alignment

Under this alignment option, the LRT continues from Wacouta to Wall Street, where it turns south and crosses the Mississippi River on a newly constructed bridge approximately 600 feet upstream from the existing Lafayette Freeway bridge. The proposed bridge would begin north of Kellogg Boulevard, bridge over Kellogg Boulevard and the existing parking deck by the Post Office, over the railroad tracks south of the Post Office parking deck and the Mississippi River. The bridge would continue over Fillmore Avenue on the south side of the river and end on State Street north of Plato Boulevard. From State Street the LRT alignment follows Eaton Street to the Lafayette Freeway.

Option B: Lafayette Freeway Alignment

Under this alignment option, the LRT continues on 4th Street to Broadway, bends south around the southwest corner of the Gillette Building onto Prince Street and follows Prince Street to the Lafayette Freeway. Under this option, a new bridge to accommodate the LRT would be constructed immediately adjacent to either the east or west side of the Lafayette Freeway bridge.

South of Eaton Street, the LRT alignment would be constructed in the east or west side slope of the existing freeway. The LRT track would be separated from the highway traffic lanes with a raised jersey median barrier. At interchanges the LRT line would follow the exit ramp to the intersecting cross-street where it would cross the intersecting roadway at-grade.

LRT stations are proposed at:

- Plato Boulevard
- Concord Street
- Butler Avenue
- Thompson or Wentworth Avenue
- Southview Boulevard
- Upper 55th Street

ALTERNATIVE 2: NO-BUILD.

The No-Build alternative assumes that the proposed St. Paul South LRT line, in Ramsey and Dakota Counties, is not constructed. Transit service would be provided by the existing bus transit system plus any bus system improvements planned by the Metropolitan Transit Commission (MTC), which are consistent with the Regional Transit Board's Guidelines for Year 2010 bus service.

6.0 BACKGROUND DATA COLLECTION AND STUDIES

Some new research and data collection will be conducted to refine ridership estimates. Also, Traffic Impact Studies will be conducted where appropriate. Some additional data collection may be required to complete the Air Quality analysis and an Indirect Source Permit application. Background CO concentrations and noise levels will need to be monitored in the study area. The data will be analyzed in accordance with standardized and approved predictive modeling, using the CALINE3 and MOBILE2 computer models. Noise impacts will be predicted using the STAMINA 1.0 computer model.

Some additional data collection, including field investigations, will be required for completion of the Wetlands/Vegetation and Wildlife Section, existing Land Use, Soil Contamination Sites, and Historic/Cultural Resources.

Other studies related to the completion of the EIS are not expected to require the collection of new data, but rather, an examination and analysis of existing data.

7.0 IDENTIFICATION AND EXAMINATION OF INDIRECT EFFECTS

All expected or potential direct and indirect effects of the LRT project have been listed under Section 1.0: EIS Scope.

Appendix A

Noise Guidelines Criteria and Methodology

NOISE GUIDELINES, CRITERIA, AND METHODOLOGIES

NOISE

Noise generated during the operation of the proposed LRT system would be from the following sources.

- o Light rail vehicles
- o Feeder-buses
- o Station-related automobile traffic

The remainder of this section documents methodologies which will be used to identify future noise levels and noise standards, guidelines and criteria which will be used to evaluate noise impacts.

Existing Environment

The existing noise environment adjacent to the proposed rail lines and station sites will be characterized through noise monitoring. Noise monitoring sites selected will represent the most noise sensitive uses proximate to the rail corridors and proposed station sites.

Noise Impact Measurement

Generally, a proposed development would create the potential for a significant noise impact when one or both of the following conditions are met.

- o Predicted noise levels exceed state or federal one-hour noise standards
- o Noise associated with the proposed development causes a three decibel increase in predicted one-hour no-build noise levels

These criteria will be used in evaluating the potential for impacts from feeder-buses and from automobile traffic associated with the proposed system. The federal noise abatement criteria and state noise standards are documented in Tables 1 and 2. LRV noise, because of the relatively short single-point passby duration and the low number of passbys per hour would not noticeably affect the predicted one-hour noise levels. Therefore, evaluation of the potential for impacts based on the State Noise Standards or Federal Abatement criteria is not appropriate. LRV noise impacts will be evaluated by comparing average maximum passby noise levels (Lmax) to American Public Transit Association (APTA) Lmax Guidelines. The Lmax noise level is the average maximum noise level associated with an LRT passby.

TABLE 1
FEDERAL NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA) 1/

Activity Category	Leq(h)	L10(h)	Description of Activity Category
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ Either L10(h) or Leq(h) (but not both) may be used on a project.

Source: FHPM 7-7-3, 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise," FHWA, July 1982.

TABLE 2
STATE NOISE STANDARDS

	Minnesota State Noise Standards (dBA)			
	Daytime (7:00 AM - 10:00 PM)		Nighttime (10:00 PM - 7:00 AM)	
	L10*	L50*	L10*	L50*
Residential	65	60	55	50
Commercial	70	65	70	65
Industrial	80	75	80	75

* Sound levels for a one-hour survey.

Source: Minnesota Rules Chapter 7010.0400. Statutory Authority Minnesota Statutes Section 116.07 Subdivisions 2, 4.

APTA Lmax noise level guidelines, documented in Table 3, are set at levels which would likely be acceptable to communities potentially affected by the additional transient noise.

In addition to establishing Lmax passby noise levels for general land use categories, the APTA has established Lmax guidelines for a number of more sensitive building uses. These guidelines are shown in Table 4.

Impact Quantification Methodology

The potential for significant noise impacts from the sources listed above will be quantified using the methodologies described in the following sections.

LRV Noise

LRV noise impacts on surrounding developments will be quantified using the following general methodology:

- o Lmax LRV noise emission rates over the assumed range of operating speeds for the system will be established. Lmax noise emission rates developed for the Hennepin County Light Rail Transit Draft Environmental Impact Statement are also applicable for use in Ramsey and Dakota Counties. Surveys of other operating systems or additional noise monitoring may be completed. For the Hennepin County system, noise emission rates from systems in Portland, Sacramento, San Diego and Baltimore were used in establishing best-case and worst-case noise emission levels.
- o The general land use of the area surrounding the proposed rail corridors will be determined. The appropriate APTA guideline which would be applicable along various segments of the line is dependent on the use of the land.
- o The setback distance to receiver sites adjacent to the rail corridors will be determined.
- o Based on the emission rates, applicable APTA guidelines and the setback distance to adjacent receiver sites, the number of residential, commercial, industrial and public uses which would fall within the appropriate Lmax contour will be identified.

Traffic and Bus Noise

Vehicle traffic and bus traffic noise impacts will be quantified using methodologies documented in the Federal Highway Administration (FHWA) Highway traffic Noise Prediction Model (Federal Highway Administration, FHWA-RD-77-108, Washington,

TABLE 3
GUIDELINES FOR MAXIMUM AIRBORNE NOISE FROM TRAIN OPERATIONS

Community Area Category	Single Event Maximum Noise Level Design Goal		
	Single-Family Dwellings	Multi-Family Dwellings	Commercial Buildings
I Low Density Residential	70 dBA	75 dBA	80 dBA
II Average Residential	75	75	80
III High Density Residential	75	80	85
IV Commercial	80	80	85
V Industrial/Highway	80	85	85

Source: 1981 Guidelines for Design of Rapid Transit Facilities, American Public Transit Association, Washington, DC, 1981

TABLE 4
GUIDELINES FOR MAXIMUM AIRBORNE NOISE FROM TRAIN OPERATIONS

Building or Occupancy Type	Single Event Maximum Noise Level Design Goal
Amphitheatres	60 dBA
"Quiet" Outdoor Recreation Areas	65 dBA
Concert Halls, Radio and TV Studios, Auditoriums	70 dBA
Churches, Theatres, Schools, Hospitals, Museums, Libraries	75 dBA

Source: 1981 Guidelines for Design of Rapid Transit Facilities, American Public Transit Association, Washington, DC, 1981

DC, 1978). The model estimates traffic noise levels at adjacent receivers from roadway sources based on:

- o Peak hour background and site-generated traffic levels
- o Mixture of heavy trucks, medium trucks and cars in the vehicle stream. Transit buses generated by the proposed facility are assumed to have noise emission levels comparable to medium trucks
- o National average vehicle noise emission levels
- o Vehicle operating speeds representative of existing or forecast operating conditions
- o The distance from the roadway source and receiver site

Using this methodology, predicted noise levels for the build and no-build condition will be calculated. Based on a comparison of the build condition noise levels to no-build levels and a comparison of the predicted noise levels to the federal and state noise standards, the potential for a significant impact will be determined.

VIBRATION

The proposed LRT system has the potential to create ground- borne vibration impacts on development adjacent to the corridors. The effects of LRT ground-borne vibration are generally perceived in two forms:

- o Vertical floor vibration
- o Rumbling noise within adjacent buildings which is caused by resonance through the building structure

Adjacent to at-grade sections, vertical vibration of interior floors is the dominant effect. In contrast, adjacent to rail tunnel sections, the rumbling of ground-borne noise is more dominant. Guideline levels for evaluating the potential for a significant impact have been established for each of these vibration effects.

Vibration Impact Criteria

American Public Transit Association (APTA) guidelines apply to ground-borne noise from train operations. Criteria for acceptable levels of interior floor vibration have also been established. These guidelines are not intended for design of a system that is imperceptible, but rather a system which would emit vibration levels sufficiently low so that no significant intrusion or annoyance would occur (San Diego East Urban Corridor Alternatives)

Analysis/Environmental Impact Statement Technical Report: Noise and Vibration, Wilson, Ihrig, and Associates, April 1984). The established guidelines for LRT ground-borne noise and criteria for vibration are documented in Tables 5 and 6.

- o Identification of surrounding land uses and applicable vibration guidelines. Included in the land use inventory process would be identification of specific vibration sensitive uses. Type of uses identified are described in Table 7.
- o An evaluation of vibration analyses completed for other LRT systems relative to the proposed St. Paul South LRT corridor.

The potential impact area is highly dependent on the propagation rate of the geological strata between the rail source and the adjacent receiver sites. Evaluation of the strata will be completed as part of the preliminary engineering and system design phases of project planning.

As with LRT-generated air-borne noise, supplemental maximum ground-borne noise and vibration guidelines for a number of specific vibration sensitive non-residential uses have been established. The average maximum LRT pass-by vibration criteria for these sensitive uses are documented in Table 7.

The threshold for perception of vibration resulting from an LRT passby varies based on the frequency of the shock wave. The degree of perception of LRT generated ground-borne vibration, by frequency band, is displayed in Figure 3. The figure shows that if predicted levels of ground-borne vibration from the proposed LRT system do not exceed approximately 72 dB over most frequency bands, re: 1.0 micro inch per second, the level would be barely perceptible. In addition, if the predicted vibration level falls below 67 dB over most of the frequency bands, ground-borne vibration from the proposed LRT would likely be imperceptible.

Vibration Impact Analysis

As part of the EIS process, the following vibration impacts analyses will be completed:

- o Identification of rail vibration emission levels
- o Identification of surrounding land uses and applicable vibration guidelines. Included in the land use inventory process would be identification of specific vibration sensitive uses. Type of uses identified are described in Table 7.
- o An evaluation of vibration analyses completed for other LRT systems relative to the proposed St. Paul South LRT Corridor.

TABLE 5
APTA GUIDELINES FOR MAXIMUM GROUND-BORNE NOISE FROM TRAIN OPERATIONS

Community Area Category	Maximum Single Event Ground- borne Noise Level Design Goal		
	Single-Family Dwellings	Multi-Family Dwellings	Hotel/Motel Buildings
I Low Density Residential	30 dBA	35 dBA	40 dBA
II Average Residential	35	40	45
III High Density Residential	35	40	45
IV Commercial	40	45	50
V Industrial/Highway	40	45	55

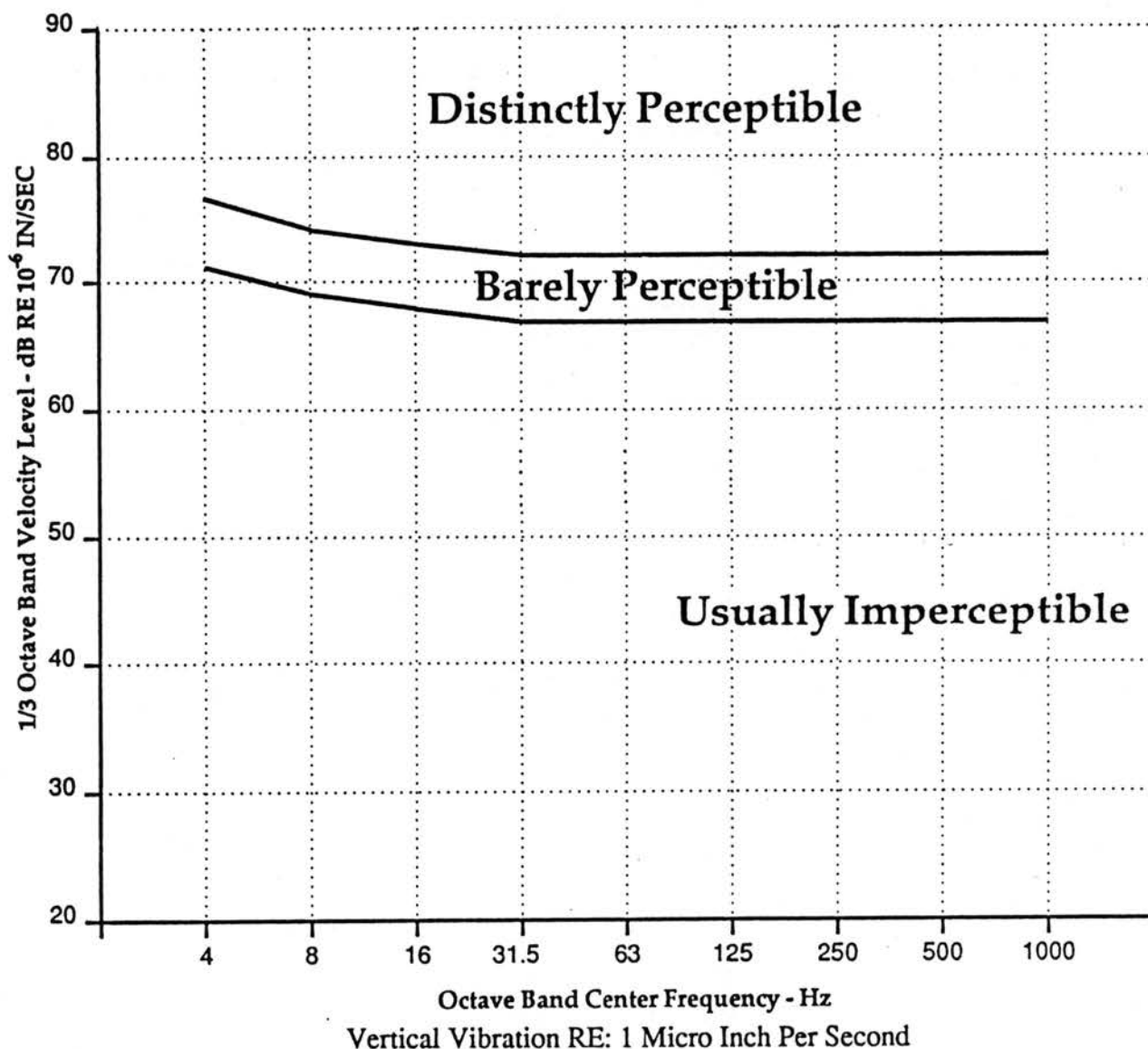
Source: 1981 Guidelines for Design of Rapid Transit Facilities, APTA, Washington, DC, 1981

TABLE 6
CRITERIA FOR MAXIMUM GROUND-BORNE VIBRATION FROM TRAIN OPERATIONS

Community Area Category	Maximum Single Event Vibration Velocity (dB)		
	Single-Family Dwelling	Multi-Family Dwelling	Hotel/Motel
Low-Density Residential	70 dB	70 dB	70 dB
Average Residential	70 dB	70 dB	75 dB
High-Density Residential	70 dB	75 dB	75 dB
Commercial	70 dB	75 dB	75 dB
Industrial/Highway	75 dB	75 dB	75 dB

Note: Criteria apply to vertical vibration of floor surfaces within the buildings. Vertical vibration RE: 1.0 micro inch per second.

Source: Wilson, Ihrig and Associates, Inc., Technical Memorandum, Acoustical Study Guadalupe Corridor, 1983.



Source: San Diego East Urban Corridor
Alternatives Analysis EIS Technical Report:
Noise & Vibration, 1984.

Figure 3
Level of Perception of Normalized
Ground Surface Vibration at 50 Feet

TABLE 7
SPECIFIC BUILDING USE MAXIMUM GROUND-BORNE VIBRATION CRITERIA FROM TRAIN
OPERATIONS

Type of Building or Room	Maximum Single Event Vibration Velocity (dB)	Maximum Single Event Ground-Borne Noise Level (dBA)
Concert Hall/TV Studio	65	25
Auditorium/Music Room	70	30
Church/Theater	70	35
Hospital Sleeping Room	75	35-40
Courtrooms	75	35
Schools/Library	75	40
University Building	75-80	35-40
Office	75-80	35-45
Commercial/Industrial	75-85	35-45
Vibration Sensitive Research Laboratory	60-70	--

Note: Criteria apply to vertical vibration of floor surfaces within the buildings. Vertical vibration RE: 1.0 micro inch per second.

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

file
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, AUGUST 27, 1991

****Immediately following 2:00 P.M. County Board Meeting**

****Medium Conference Room - 316**

**** Please note change in time and location.**

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of July 9, 1991.
2. *
 - a) Approve Contract with Herman Appraisal Services to appraise Burlington Northern right-of-way from downtown St. Paul to Beam Avenue;
 - b) Authorize the Chairman of RCRRA to execute the contract.
 - c) Approve budget adjustment in amount of \$9,000.00 to fund the contract.
3. *
 - a) Approve Amendment No. 2 to RCRRA Agreement RCRRA-90-001 with SRF, Inc. for Northeast Corridor; and
 - b) Authorize the Chairman of the RCRRA to execute the Amendment on its behalf.

* Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, July 9, 1991

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, July 9, 1991, in the Large Conference Room of 316 court House. Chairman Finley called the meeting to order at 10:40 A.M.

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

ALSO PRESENT: David MacMillan represented the County Attorney's Office, Terry Schutten, Marit Smaby-Nowlin, Kathryn DeSpiegelaere, Frances Glendenning, Andrea Schmidt, Jerome Litschke, Robert Clarkson, Jack Mauritz, Toni Baker, Greg Mack, Bill Freeman, Craig Bedbury, Karen Tero, Patrick O'Malley, Jill Goski, Charleen Zimmer, Thomas Foley, Hugh Faville, Ed Glaubitz

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of May 28, 1991.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Board Meeting held on May 28, 1991, as written.

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

2. Selection of preferred alignment for light rail transit in the Northeast Corridor.

Ms. DeSpiegelaere introduced Charlene Zimmer who is the project manager, and she will be giving a slide presentation. Ms. DeSpiegelaere pointed out that they have had an extensive public involvement effort on this project. Several committees have worked with us during the course of this project. Also, the public hearing was held on this project. You have received a report on comments received.

Chairman Finley mentioned that we do have Greg Mack here, he will be available to answer any questions regarding the park land.

Ms. Zimmer said what she will try to do is give a quick summary of the technical findings of the Northeast Corridor LRT Alignment Study. The NE Corridor is essentially that area in Ramsey County north of downtown St. Paul and east of Rice Street. The corridor was first identified as a Stage 1 Corridor in the 1989 Ramsey County Comprehensive LRT Plan, it is also one of the corridors in the 20 year plan for the seven county metropolitan area.

Ms. Zimmer used a slide presentation for this presentation.

The first step in the process was to look at the corridor and literally identify all possible alternatives for the operation of LRT and that included local streets, state highways, county highways, and other local transportation facilities. This also included active and abandoned rail lines including those that are currently used as trail facilities. In that initial stage they narrowed down the alternatives to four alternatives, through the Committee process, using several criteria that focused on service to the geographic area and the transit generators in the area, to those alignments that have adequate right-of-way to build light rail without acquiring a lot of additional land, and those alternatives that provide an opportunity to increase the travel speed of transit service, and therefore, improve the overall quality of transit service to people living in this part of the county.

All four alternatives connected to the two-way downtown transit mall on Cedar and Fourth, either at the 12th Street Cedar End, near the Capitol, or on the east end near the Gillette Building.

Ms. Zimmer quickly described each of the alignments, but wished to focus on the evaluation of those alignments. First if the BN alignment. All four of the alignments run from St. Paul to downtown White Bear Lake. This alignment is 11.6 miles in length, and it has 14 recommended stations, 13 at grade crossings, and a total travel time from White Bear to Saint Paul is 26 minutes. The one right of way constraint, there are actually two issues of concern in this alignment. This section of the abandoned railroad near Stroh's Brewery is quite narrow, most of the railroad right of way is between 100 and 150 feet in width so we have no problem. In this area it is only about 50 feet in width, so it will be a tight fit, and there may be some ancillary structures that would need to be relocated associated with the brewery. This abandoned railroad does run through several residential neighborhoods. LRT if provided and located right in the middle of the railroad right of way the property line would still be 48 or more feet from the nearest line. Most of the time structures are set back some distance from property lines because of city codes. In doing field surveys in this area, they do have some concern that some concerns that some structures are close to the property, and there may be some structures that even encroach into the railroad right of way.

The second alignment is the 35E BN alignment. This alignment exits downtown on 12th Street, and enters into the median of 35E. The route length is 11.6 miles, 10 recommended stations, 13 at grade crossing, and a total travel time from White Bear to St. Paul is 23 minutes. Two right of way concerns in this

alignment are first of all, in the section of 35E that is near downtown St. Paul, there is a potential that some right of way acquisition would be required, and 35E would have to be reconstructed in order to put LRT in the median. In most of the length of 35E there is adequate right of way to accommodate LRT in the reconstruction project. The second issue is that the BN line at the northern end of the line is an active railroad line. There are not many trains per week that use the line, but the BN at this time has not indicated the desire to abandon the line. There is room in the right of way to accommodate both a minimally active freight line as well as LRT, but that will be an issue if this alternative is the preferred alternative.

The last two alignments are quite similar, they both utilize the Munger Trail and part of 35E. The one alignment would use 35E to the Munger Trail, use this to connect to the BN alignment. This alternative is 11.4 miles in length, has 13 stations, 15 at grade crossings and a total travel time of 26 minutes. The second Munger Trail alignment uses Trunk Highway 61 rather than the BN alignment, and this alternative is just over 11 miles in length, has 12 stations. One of the fatal flaw in this alignment is that it has 33 at grade crossings, in addition to affecting a fairly large number of driveways, the total travel time, even though it is a shorter alignment it stays at 26 minutes. There is also one other significant issue on the Trunk Highway 61 alignment, and that is in the Keller Lake area. In order to put LRT through the section she pointed out, either a bridge would need to be constructed, fill would need to be placed in the lake, or the roadway would need to be moved to the east, and would encroach on the golf course on the other side of the road. So, this is a section that causes some difficulty.

These alternatives were evaluated based on over a dozen different criteria, first is projected daily light rail transit ridership. The BN is expected to have the highest total daily ridership at 12,100, the Munger 61 at only 9,600 per day.

The second criteria was the number of new riders that would be attracted to transit as a result of LRT, those people who would actually get out of their cars, and into transit. In this case the 35E would attract the largest number of new riders at over 3,000, with the other alignments attracting between 2300 and 2500 riders.

The capital costs are pretty close in each alignment, the BN is the least expensive to construct at \$170 million, the other three alignments are expected to cost over \$200 million.

Annual operating and maintenance costs for each alignment are quite similar ranging between \$3.8 and \$4.1 million per year. However, there is a fairly significant in the annual net bus savings, that is the dollars you are able to save by people being able to ride the LRT rather than buses that are currently on the streets. The BN net bus savings is expected to be just over \$1 million while the other three alignments range between \$350,000 to \$375,000.

There was a preliminary investigation into a number of potential neighborhood impacts, in addition to the right of way impact which we have already discussed there is a concern in the residential neighborhood about noise impact. In the case of the BN alignment those impacts will be what they call impacts - that noise will only occur under two circumstances, one when a train actually goes by a person's house, and the other when the train crosses an at grade intersection, and uses a bell or whistle to announce its presence. The noise level for a train going by a house to be compared with the LRT vehicle, they would have the same noise level as one standard diesel going by the house. In the case of 35E or Trunk Highway 61 for example, the traffic noise will be such that the LRT vehicle will not add substantially to the noise level that is already present.

A second issue is the issue of impact associated with LRT stations and the visual impact of both stations and the LRT line itself. As we go through the design process on these lines, how those stations are designed, and how the neighborhoods are buffered by landscaping and spacing, etc. will be a very important consideration in laying out the LRT system.

Traffic impacts were also a concern, the only area where traffic impacts are expected, there are three areas - the first and most important is along 12th Street for those alternatives that use 35E to enter into the downtown St. Paul area. The parking and one lane of traffic would have to be removed from 12th Street and to make room for LRT. The other two areas where the impacts are less significant are in the Broadway area near the Gillette Building, coming into downtown where some intersection improvements may be needed, and 61 - 96 in the White Bear area again where some geometric improvements may be needed to have good traffic flow.

Pedestrian safety and access is of course a concern with transit facilities. They did some research in a number of cities who currently have LRT service to get an idea of what we could expect in terms of pedestrian accidents. We found that most cities could report very few pedestrian accidents, and in general the rule of thumb is that pedestrian accidents related to rail systems are half or less the number of accidents that we typically see in all bus systems. With regard to pedestrian access they have some different types of stations that do have an impact on access, those that are two level such as the stations in the median of 35E will require a longer walk distance for going to and from the LRT, than at grade stations such along those rail lines segments or local street segments of each of the alternatives.

Finally, they looked at development potential in each of the alignments, basically each of these alignments have sections where there are residential neighborhoods that will want to preserve and protect, as well as the areas where there is no development today, and there is potential for future development or there is potential to enhance existing commercial areas.

Ms. Zimmer continued, as mentioned there was public meetings, public hearings, as well as through three Committees. Each of those Committees

made recommendations, the Inter-Governmental Committee which is made up of elected and appointed officials in the corridor are recommending the BN as a preferred alignment, emphasizing that the design should minimize at grade crossings. The Technical Committee is made up of staff representatives from the same agencies on the Inter-Governmental Committee, the Technical Committee recommended that both the 35E and the BN alignments continue to be studied. Both have substantial benefits above the Munger Trail alignment but each of them have advantages and disadvantages that are different. Specifically, the Technical Committee recommended that Ramsey County work closely with Mn/DOT to assure that LRT continues to be considered as an option as plans are made for the next few years for the reconstruction of 35E. Secondly, that the County and the City work and include LRT planning and trail planning for the BN Corridor, emphasizing to the neighborhood that joint use would be the ultimate intent of that process, and finally recommended that Ramsey County proceed with the acquisition of the BN right of way.

The Northeast Corridor Task Force is made up of citizen and business representatives along the Corridor and they essentially endorsed the Technical Committee's recommendations with two changes or additions, the first is emphasizing that LRT planning in the BN Corridor may result in joint use, rather than making a firm decision now that this would actually occur. Secondly, they recommended that general community facilities and transit service to those facilities be an important consideration in the design and decisions related to LRT in this corridor.

The project and the study also identified several issues that will need more detailed study as you go through the next step in terms of Preliminary Design and EIS. The first is exactly how the preferred alignment would connect into downtown, and how this corridor would interface and interline with other rail service coming into downtown St. Paul. Secondly, there is some concern and desire to provide more direct access to the Maplewood Mall area. The Technical Study results indicate that the most cost effective way of providing service in this area would be through a shuttle bus system to Beam Avenue Station. However, there is some desire to bring LRT to the regional business center.

One of the most important issue that needs additional study is the potential for LRT and trail use. Each of the alignments that are under consideration in this corridor do have railway right of way, so this is an issue that would apply to all alignments, although it has been discussed most with the BN alignment. There is certainly adequate right of way since 100 to 150 feet is the typical railway right of way to provide for both uses, but obviously how those are separated, how it is designed and buffered from each other, both from an aesthetic and safety point of view are important. This is an important issue in the BN corridor because the alignment is adjacent to eleven park and recreation facilities as well having the ability to provide direct access to the Phalen-Keller Regional Park and to the Munger Trail. The interrelationship of transportation and recreation is particularly predominant in the alignment.

Ms. Zimmer continued, in combining rail and trail use there are some issues that will have to be considered, the first is that the rail bed as it is currently graded or with graded for the original rail service, is not adequate in width for both uses, which means that there would potentially be needed additional grading, possibly additional fill, and clearing in order to accommodate both uses. An opportunity is that the station facilities can have joint use as well, that is an LRT station potentially could be designed to serve as a trail head as well as an LRT station, parking facilities could be joint use for recreation and transportation.

On the other hand, this does mean that these stations there is likely to be higher pedestrian and bicycle use which means that the station area must be designed to take into particular account of pedestrian and bicycle safety issues. They did do some other investigations to find out if there were other joint rail trails on projects in the country, there are certainly some that have been in existence for some time in Europe. In this country they found three other projects, one in Montgomery County, Maryland, San Diego, and Long Beach to Los Angeles line. These lines are either just constructed or still under construction, so we do not have any good experience to assess actually how they work. It appears if they are designed the two uses can be compatible in the same alignment.

With regard to 35E Mn/DOT does have the reconstruction for 35E in its 20 year plan, but it is not a high priority project, and the date for its reconstruction has not been set. It is an opportunity though and maybe important for the County to retain its options in regard to transit in this corridor.

Finally, as you all know there has not been a resolution with regard to funding and that does mean that that will affect the timing of construction of this corridor as well as other corridors.

In summary, the three Committees recommended that both 35E and the BN alignment continue to be studies, the Inter-Governmental Committee recommended the BN as the preferred alignment, all three Committees indicated support for the acquisition of the BN right of way.

Chairman Finley thanked Ms. Zimmer very much for the presentation.

Chairman Finley had a question was the bus savings, how was that determined, was this a new criteria.

Ms. Zimmer said it is determined from an all bus system, it is the difference in the bus cost related for an all bus system and the bus costs for the LRT system.

Chairman Finley said if the bus system serviced the 3200 riders, the cost to service them and the other people would be \$1 million more than LRT. Ms. Zimmer said yes.

Commissioner McCarty asked how this bus saving was calculated when you do not have bus service to all those areas. Ms. Zimmer explained that there are bus services in the entire corridor. The bus service has to be reconfigured for the BN alignment as well as to be reconfigured for the 35E alignment if LRT is provided. It really is looking at how many buses you need to provide that service all bus versus how many buses you need if you have an LRT plus bus system, and what is the difference in cost in operating those buses. There is substantially more cost savings on the BN. All community services are included in this.

Commissioner McCarty is concerned about the voting for the recommendation, the Inter-Governmental Committee was a very sparsely attended meeting, and he is not certain they even had a quorum.

Chairman Finley asked where we are survey, appraisal, negotiating regarding the BN.

Ms. DeSpiegelaere informed the Board, as directed by the RRA, they have been negotiating with BN, we are obtaining a survey that is expected to be completed July 15th, and they are going to engage an appraiser. She asked David MacMillan to give an update on the negotiations.

Mr. MacMillan explained that the last negotiations we had with BN were approximately a year ago. The reason there has not been further negotiation as it was clear that the railroad was unwilling to give us some guarantees as far as the issues that they had raised with respect to title, survey problems, and as a result of that we ceased negotiating with them, and asked this body for authorization to begin condemnation proceedings. We have not done that, we are waiting for the survey to be done, and the appraisal to be done. At that point we will be able to assess better how we can at that point reapproach the railroad and undertake negotiations again. One of the real problems we had with the interrelationship between the survey and the appraisal and the title work in figuring out how we could start, where we would start so they just selected the surveyor as the beginning point.

Chairman Finley asked as to the funding, at the present time as far as acquisition, we do have some funds in our budget for the acquisition. The RRA two years ago State Rail Bank Funds were requested according to Ms. DeSpiegelaere. Chairman Finley said this would be 50% match, so we have levied, and State Rail Funds are available to match our levy.

Chairman Finley said the specific plan regarding BN was a joint usage, looking at it from Park Trail and LRT, that was our plan, that was St. Paul's plan, Metropolitan Council's Plan. Ms. DeSpiegelaere said that is correct.

Chairman Finley understands there was some legislation on this, Greg Mack said he could address it, and Jack Mauritz is here.

Greg Mack addressed the Board, there was available through this last Legislative session about \$6.5 million for Regional Park acquisition and development. Some of those funds were earmarked for some specific projects. There was a balance, however, of around \$5 million for appropriation. The Parks and Open Space Commission two weeks ago appropriated funds including \$1.5 million for the acquisition of the BN Corridor if the Ramsey County Regional Railroad Authority did not acquire it. This was the Metropolitan Parks and Open Space Commission. Yesterday that Commission rescinded all of their appropriation actions, felt they wanted to study the whole package of what they were looking at, with the new commission now being appointed, there are several new members including the Chair, it was moved yesterday and passed through to reconsider some of those appropriations. He does not have any insight as to whether or not the BN is in jeopardy because of that action, he does know that there were some projects in Minneapolis that were being discussed.

In the action that was taken and subsequently rescinded, it was noted that if the trail acquisition did not occur then the \$1.5 million would be applied to the Como Park development which was not fully funded in the last CIP, so it is a continuation of a capital improvement program that was adopted by the Open Space Commission and was to the Legislature.

Commissioner Schaber asked about the most recent action by the Parks Commission, and he asked Mr. Mauritz what is going on there. It was a shock to see that it was in there, and then it was a shock to see that it was pulled out, as no one ever mentioned anything about it being included to start with.

Jack Mauritz stated that it is important to make clear that he does not think the Commission is trying to send a message to anybody by including that money other than the message, as the Open Space Commission very seriously wants to see the BN Corridor come into public ownership. Their interest in that obviously, is for trail use. The Commission and the Metropolitan Council have both signed off on an agreement that joint use of that corridor was to be considered, and that agreement is still in effect as far as the Commission and the Council are concerned. The Commission's action, this was not discussed at length in their action to approve the thing, or their action to rescind. The BN Corridor was not central to that discussion at all, but when they approved, they were saying, he thinks, in essence, we have been watching this corridor and we really have not seen the acquisition take place as fast as they would like, and they want to make sure that there is a fail safe, should, for some reason the RRA prove unable to acquire it. They are proceeding on the basis that the RRA intends to acquire, but they are covering the down side of that eventuality, and that was the reason for their inclusion in this allocation plan. Rescinding the allocation plan was not a message about the Rail Corridor at all, it was a discussion about some other implications. Then, this is a matter of two weeks time, in June approving the allocation plan, then rescinding subsequently this.

Chairman Finley asked if the legislation itself was not specifically allocating the funds for the BN Corridor. Mr. Mauritz said the BN Corridor is not mentioned in the legislation, the only line item was acquisition at Cedar Lake in Minneapolis

Mr. Mauritz added that the language says for regional park acquisition and development.

Chairman Finley said that those funds are discretion with the Parks Board, other than Cedar Lake. He wanted to make sure that we understood that this was discretionary funds allocated by the Parks Commission as opposed to specific legislation, because at one time part of the Como Park funds were specific in nature, and part were discretionary. So, they are still looking at Como Park for the funds, in the rescission of the action of the BN Corridor, the contingent specific allocation, when they rescinded it, did they rescind the contingent - Mr. Mauritz said they rescinded the entire action, there is no allocation plan now for anything, so everything out except the line items in the legislation.

Mr. Mauritz said the Commission intends to reconsider an allocation plan, probably they will discuss a draft on the 22nd of this month, if they come to a consensus, it is more likely they will talk about it on the 22nd, and approve something at their first meeting in August. This is a recommendation to the Metropolitan Council, and until the Council approves it and adopts the allocation plan it has no standing other than the recommendation.

Chairman Finley stated as Mr. Mauritz understands the Park Commission at the present time regardless of allocation is that their interest is to see public usage, their interest is still joint use of that corridor, and that it be public ownership, is that correct. Mr. Mauritz said essentially that is correct.

Commissioner Schaber asked about our projected cost of acquisition, do we have anything. Chairman Finley believes \$750,000 plus State Rail Bank funds as a match. Ms. DeSpiegelaere said there is \$750,000 from the Tax Levy, and that would be matched with State Funds, it would be \$1.5 million.

Commissioner Schaber understands if we acquired it under RRA, we would receive a match from the State Rail Bank, what if the acquisition was to be made by Met Council, would there be any ability to use State rail bank funds as well.

Ms. DeSpiegelaere said that is not clear. Mr. Mauritz added there would be a lot of problem with that, as they are State bond revenues, and he doubts that the State Rail Bank can be used to match those funds. That is usually a prohibitive match according to the Trade and Economic Development.

Chairman Finley asked if this was a fair statement that the net gain at best would be 50%.

Commissioner Norgard would like to move the recommendations as stated in the letter of June 27th to the Board from Ms. DeSpiegelaere, and he read from this.

Commissioner McCarty would second Commissioner Norgard's motion.

Chairman Finley said the motion is to approve the proposed resolution which calls for the feasibility of both I35 and BN, and in the BN to continue to look at it under the joint usage as we have in the past. Our policy regarding BN would not be changed if this resolution were adopted.

Chairman Finley had one more question as far as the funding is concerned, if we purchase the BN with RRA funds, with a match of State Rail Bank Funds, and ultimately decided that 35E is the better corridor, can we still proceed legally and start development of the trail part, even though the acquisition had been made with RRA and Rail Bank Funds.

David MacMillan responded to the question, the preliminary work that he did on this several years ago leads him to believe that yes you can continue to do that. The primary purpose in acquiring for rail is for future rail development, and the authority in some point in the future, this corridor is specifically authorized for joint RRA and trail development. If in the future you have to do something to dispose of your interest to whichever body has the trail control, at least if it is purchased with intent to use it for some rail in the future then the trail can go in, and it can be retained.

Chairman Finley said then the RRA could sell it to Ramsey County for \$1.00 for purposes of continuing the public use of the trail. Mr. MacMillan said it could be sold to the County.

Commissioner Salverda would like to know the potential cost of keeping both of these options open which is the recommendation. Chairman Finley said the difference. Ms. DeSpiegelaere asked if Commissioner Salverda was referring to the cost of the Engineering Study.

Commissioner Salverda would like to know what the cost of the study would be. Ms. DeSpiegelaere said it is not as simple as that. It may be in future planning time we would know better, some of this is dependent upon the RTB with corridor priorities, and how it would be assessed.

Commissioner Norgard said we have to acquire that property, regardless of what we are going to do with it, and the other important thing is we want to keep LRT open, we do not want to give up that right of way, as we want to have a line run between White Bear and St. Paul.

Commissioner Schaber has been involved in this more than some other members, as it is in his district, his first option would be 35E, but one of the problems that has come up is 35E. We have made a decision between Saint Paul and Minneapolis to use the freeways, and we should take a look at the freeways as the most logical place to put LRT. We do have a problem in this resolution, that if we decided 35E as alignment, we would have no right to acquire the BN because we have eliminated that as an option to look at it. He thinks people should be aware of it as it is a critical part of our decision making process.

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Mr. Schaber said if we can acquire it and do some joint planning to make sure that trail can be used, because he thinks we are looking at it from a light rail perspective, it may be twenty years out. This trail should hopefully be used during this twenty year period. It appears that the only authority that has the ability right now is the RRA to go after it. He has some hesitancy in supporting this resolution because of the fact that he thinks we should go down 35E, but if there are no restrictions on being able to use it for trail for this period of time, it is the most logical decision over all.

Chairman Finley thinks this is an excellent point, it dovetails on what Mr. MacMillan has said regarding primary usage, you have to keep that as primary usage to legally use those funds, and if you eliminate it from consideration for light rail, we would be pretty hard pressed to say that we are acquiring it for LRT purposes.

Commissioner Hunt would like to say from the presentation, it does not appear to be that clear cut that any one of the corridors should be the preferred alignment at this time. Just as we went through an extensive process on the Midway Corridor, it became easier as you went along to determine which is the most appropriate corridor. That is how the process would work, and we would be better able to make the appropriate decision at a later date.

Chairman Finley said probably at this stage the Midway Corridor had three different corridors in the minds of this Board, and then we ended up all seven agreement on one alignment.

Commissioner Salverda suggested that we add some whereas in the resolution up front, the first whereas would relate to the overall Ramsey County goals, and second that would link with the twenty year plan, and then we could move into the actual whereas.

Chairman Finley said this is a good suggestion, maybe we could consider after the goals, relate to the RTB Regional Plan as well.

Commissioner Norgard moved the following recommendation with the suggestions for revising the resolution, seconded by Commissioner McCarty.

R91-46
WHEREAS, The Comprehensive Light Rail Transit Plan for Ramsey County, December, 1989, recommends the Northeast Corridor as a location for light rail transit (LRT) between now and 2010; and

WHEREAS, The Light Rail Transit Regional Development and Financial Plan, February, 1990, includes the Northeast Corridor within its 10-year plan for construction of light rail transit; 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; and

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has completed a study of alternative alignments for light rail transit in the Northeast Corridor; and

WHEREAS, That study found that both the I-35E and the Burlington Northern alignments are technically feasible; that the I-35E alignment would attract the highest number of new riders and the Burlington Northern alignment would serve the highest total number of riders; that the I-35E alignment would provide the fastest end-to-end trip and the Burlington Northern alignment would provide more service to St. Paul neighborhoods; and that the estimated construction cost for LRT on the Burlington Northern alignment is 30 percent lower than the I-35E alignment; and

WHEREAS, There is an opportunity to purchase the Burlington Northern alignment and the City of St. Paul and Ramsey County support trail development in the Burlington Northern right-of-way; and

WHEREAS, Construction of LRT in the median of I-35E requires reconstruction of I-35E which is included in 20-year plans of the Minnesota Department of Transportation; and

WHEREAS, The Technical Committee and the Northeast Corridor Task Force recommended continued study of both the I-35E and the Burlington Northern alignments for LRT; and the Intergovernmental Committee recommended selection of the Burlington Northern alignment for LRT; and

WHEREAS, The RCRRA has received letters and resolutions from the cities in the corridor, some supporting the I-35E alignment and some supporting the Burlington Northern alignment; and

WHEREAS, The RCRRA has held a public hearing and 60-day comment period on the alignment study and has received comments supporting both the I-35E and the Burlington Northern alignments; Now, Therefore, Be It

RESOLVED, That the RCRRA supports the construction of LRT in the Northeast Corridor between downtown St. Paul and downtown White Bear Lake; and Be It Further

RESOLVED, That the RCRRA will continue negotiations with the Burlington Northern for purchase of right-of-way between downtown St. Paul and Beam Avenue for construction of both LRT and a trail; and Be It Further

RESOLVED, That the RCRRA will continue to explore the feasibility of LRT in both the I-35E and Burlington Northern corridors so that (1) LRT can be incorporated into reconstruction of I-35E if the opportunity arises and (2) joint LRT/trail development is planned for the Burlington Northern right-of-way.

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

3. Ratify Partial Payment No. 19 to BRW, Inc. in the amount of \$10,335.08 for Phase IPE/EIS Studies for the Midway Corridor

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

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

R91-47
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 March 31, 1991; 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

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WHEREAS, BRW, Inc. Invoice No. 61820, Partial Payment No. 19, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through March 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$10,335.08 for Ramsey County Regional Railroad Authority's share of services rendered through March 31, 1991, is hereby ratified.

Roll Call: Ayes - 7, Nays - 0

Motion carried.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY Originating Department _____ <i>[Signature]</i> _____ Authorized Signature Date <u>8/19/91</u>	Board Action Requested Approve contract with Herman Appraisal Services to appraise Burlington Northern right-of-way from downtown St. Paul to Beam Avenue; authorize the Chairman of RCRRRA to execute the contract; and approve a budget adjustment in the amount of \$9,000.00 to fund the contract. <u>ACTION IS REQUESTED</u>
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Request Justification

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

Budgeting and Accounting <u><i>Ed Glauffitz</i></u> <u>8/19/91</u> County Attorney <u><i>[Signature]</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 <u><i>J. L. Glendenning</i></u>	Date <u>8/21/91</u>
Board Date <u>August 27, 1991</u>	Signature _____	Date _____



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority adopted a resolution on October 23, 1990, that authorized engaging an independent private appraiser to determine the fair market value of abandoned Burlington Northern Railroad right of way from downtown St. Paul to Beam Avenue in Maplewood; and

WHEREAS, The lowest responsible bid received in response to a request for proposals was from Herman Appraisal Services, Inc. in the amount of \$9,000; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the contract with Herman Appraisal Services, Inc. in the amount of \$9,000 for the purposes of establishing fair market value for the subject abandoned Burlington Northern Railroad rights of way; And Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to execute the contract on behalf of the Authority; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority approves a budget adjustment in the amount of \$9,000 in accordance with the following:

Transfer from Appropriation:

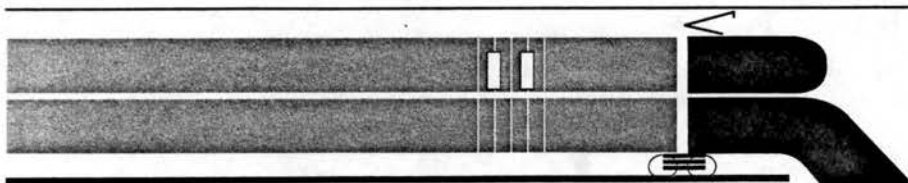
59101	061003	Contingent Right of Way	\$9,000
		Acquisition	

Transfer to:

59106	020109	Real Estate Appraiser	\$9,000
		Services	

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

SUBJECT: Appraisal Services
Abandoned Burlington Northern Right-of-Way
Downtown St. Paul to Beam Avenue in Maplewood

DATE: August 19, 1991

On October 23, 1990, the Ramsey County Regional Railroad Authority adopted a resolution authorizing staff to engage an independent private appraiser to establish the fair market value of abandoned Burlington Northern Railroad right-of-way between approximately 4th Street in St. Paul to Beam Avenue in Maplewood. Requests for proposals were sent to 11 firms. Four proposals were received:

- 1) Herman Appraisal Services.....\$ 9,000
- 2) Pomeroy and Associates.....\$15,000
- 3) Peter Patchin and Assoc.....\$35,000
- 4) Marquette Partners.....\$25,000

We are recommending a contract be awarded to Herman Appraisal Services, Minneapolis, in the amount of \$9,000. The professional services agreement is attached.

A budget transfer will be needed to fund the appraisal work. The 1991 Ramsey County Regional Railroad Authority Budget (59101) includes contingent account 061003 Right of Way Acquisition in the amount of \$1,975,000. We are requesting approval of a budget transfer in the amount of \$9,000 from this account to project account 59106-020109 Real Estate Appraisers Service as identified in the attached budget adjustment documentation.

Recommendation:

Approve the contract with Herman Appraisal Services; authorize the Chairman of the RCRRA to execute the agreement on behalf of the Authority; and approve a budget transfer in the amount of \$9,000 to fund the appraisal work.

KD/blk

CONTRACT

This agreement is entered into between Ramsey County Regional Railroad Authority (hereinafter referred to as the "AUTHORITY"), and Herman Appraisal Services (hereinafter referred to as the "APPRAISER") on this _____ day of _____, 1991.

WITNESSETH:

WHEREAS, the AUTHORITY desires to obtain a real estate appraisal of the properties abandoned Burlington Northern Railroad line between approximately 4th Street in the City of St. Paul to a point 50 feet north of Beam Avenue in Maplewood (hereinafter the "PROPERTY"); and

WHEREAS, the AUTHORITY desires to retain an expert appraiser for purposes of establishing a fair market value for the subject proper- ties; and

WHEREAS, the APPRAISER represents that he has the expertise to perform such an appraisal,

NOW, IT IS AGREED AS FOLLOWS:

The APPRAISER agrees to perform an appraisal of the subject properties. Said appraisal shall be in conformance with the requirements of this agreement.

The AUTHORITY agrees to compensate the APPRAISER pursuant to the attached Exhibit B as payment for services. APPRAISER shall submit a monthly bill for services rendered to-date.

1. SCOPE OF PROJECT

This appraisal is to determine the fair market value of the real estate, including land and improvements, identified as the PROPERTY. The appraisal shall take into account all factors such as topography, size, location, soil condition, zoning, the presence of hazardous wastes on the site, if known, and any other factors generally recognized by appraisers to affect the fair market value of a property.

2. SCOPE OF SERVICES

This appraisal is to determine the fair market value of the Burlington Northern Railroad's abandoned line lying between approximately Fourth Street in the City of St. Paul and extending northerly a distance of approximately 6.4 miles to a point 50 feet north of Beam Avenue in the City of Maplewood. The

APPRAISER shall establish a fair market value for fee simple title, but should also provide an opinion as to the value of the actual title held by the Railroad.

3. PROJECT TASKS

Comprehensive Report. The APPRAISER shall prepare a comprehensive appraisal of the subject properties which shall use the three recognized approaches to valuation of real property: market, income, and cost. The comprehensive report shall be provided to the AUTHORITY no later than 45 days after notified to proceed by the AUTHORITY.

60 EBN
KD

4. GENERAL CONDITIONS

- A. The APPRAISER shall provide three copies and one original of his valuation report to the AUTHORITY.
- B. The APPRAISER shall be available for consultation regarding the appraisal from time to time.
- C. In the event the AUTHORITY elects to proceed with acquisition of the PROPERTY through eminent domain proceedings, the APPRAISER will provide expert testimony at any hearings or trial requested by the AUTHORITY, and will assist the AUTHORITY in hearing or trial preparation as requested. The APPRAISER will update its appraisal for such trial or hearings to arrive at an opinion as to fair market value as of the date of the taking, if said date is after the date stated in paragraph 3 hereof, and will be compensated for such services according to Appendix B.

5. TIMETABLE

The APPRAISER's report shall be available for delivery to the County Attorney no later than 45 days after notified to proceed by the AUTHORITY.

60 EBN
KD

6. PAYMENT

The APPRAISER shall submit a monthly bill for services rendered to-date.

7. SUBCONTRACTING AND ASSIGNMENTS

The APPRAISER shall not enter into subcontracts for performance of any services required under this agreement without the prior approval of the AUTHORITY.

8. **NONASSIGNABILITY CLAUSE**

The APPRAISER shall not assign any interest in this agreement and shall not transfer any interest in the same, whether by subcontractor, assignment, or novation without the prior written consent of the COUNTY.

9. **INDEPENDENT CONTRACTOR CLAUSE**

For the purposes of this agreement, the APPRAISER shall be deemed to be an independent contractor and not an employee of the AUTHORITY. Any and all agents, servants, or employees of the APPRAISER or other persons, while engaged in the performance of any work or services required to be performed by the AUTHORITY under this agreement, shall not be considered employees of the AUTHORITY, and any and all claims that may or might arise on behalf of the AUTHORITY, its agents, servants or employees as a consequence of any act or omission on the part of the APPRAISER, its agents, servants, employees or other persons shall in no way be the obligation or responsibility of the AUTHORITY. The APPRAISER, his agents, servants, or employees shall be entitled to none of the rights, privileges, or benefits of AUTHORITY employees except as otherwise may be stated herein.

10. **HOLD HARMLESS CLAUSE**

The APPRAISER further agrees to defend and hold the AUTHORITY harmless from any claims, demands, actions, or causes of action arising out of any act or omission on the part of the contractor, or its agents, servants or employees in the performance of or with relation to any of the work or services provided to be performed or furnished by the contractor under the terms of this agreement.

11. **ALTERATION CLAUSE**

Any alteration, variation, modification, or waiver of the provisions of this agreement shall be valid only after it has been reduced to writing and duly signed by both parties.

12. **NON-CONFORMING SERVICES**

The acceptance by the AUTHORITY of any non-conforming services under the terms of this agreement or the foregoing by the AUTHORITY of any of the rights or remedies arising under the terms of this agreement shall not constitute a waiver of the AUTHORITY's right to conforming services or any rights and/or remedies in respect to any subsequent breach or default of the terms of this agreement. The rights and remedies of the AUTHORITY provided to under the terms of this agreement are cumulative and not mutually exclusive.

13. **TERMINATION CLAUSE**

- A. **With Cause.** The AUTHORITY reserves the right to suspend or terminate this agreement if the APPRAISER violates any of the terms or conditions of this agreement or does not fulfill in a timely and proper manner its obligations under this as determined by the AUTHORITY. In the event that the AUTHORITY exercises its right of suspension or termination under this paragraph, it shall submit written notice to the APPRAISER specifying the extent of such suspension or termination under this paragraph; it shall submit written notice to the APPRAISER specifying the extent of such suspension or termination, the reasons therefor, and the date upon which such suspension or termination becomes effective. Upon receipt of such notice, the APPRAISER shall take all actions necessary to discontinue further commitments of funds to the extent that they relate to the suspended or terminated portions of this agreement.

14. **SET OFF CLAUSE**

Notwithstanding any provisions of this agreement to the contrary, the APPRAISER shall not be relieved of liability to the AUTHORITY for damages sustained by the AUTHORITY by virtue of any breach of this agreement by the APPRAISER, and AUTHORITY may withhold any payments to the contractor for the purposes of set off until such time as the exact amount of damages due the AUTHORITY from the APPRAISER is determined.

15. **EQUAL EMPLOYMENT OPPORTUNITY**

The APPRAISER agrees to comply with all federal, state, and local laws, resolutions, ordinances, rules, regulations, and executive orders pertaining to unlawful discrimination on account of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability, or age. When required by law and requested by the AUTHORITY, the APPRAISER shall furnish a written affirmative action plan.

16. **COMPLIANCE WITH APPLICABLE LAW**

The APPRAISER further agrees to comply with all federal, state, and local laws or ordinances, and all applicable rules, regulations, and standards established by any agency of such governmental units, which are now or hereafter promulgated insofar as they relate to the APPRAISER's performance of the provisions of this agreement. It shall be the obligation of the APPRAISER to apply for, pay for, and obtain all permits and/or licenses required by any governmental agency for the provision of those services contemplated herein.

17. ACCESS TO RECORDS/AUDIT

- A. The AUTHORITY, its authorized representative, or the state auditor shall have full access to all records relating to the performance of this agreement.
- B. The APPRAISER agrees to maintain records relating to all services provided by it under the terms of this agreement, and shall retain all such documentation for six (6) years following the termination of this agreement. Such records shall be made available for audit or inspection at any time upon request of the AUTHORITY or its authorized representatives.

18. INTERPRETATION ACCORDING TO MINNESOTA LAW

This agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding this agreement shall be venued in the State of Minnesota.

19. ENTIRE AGREEMENT CLAUSE

This agreement shall constitute the entire agreement between the parties and shall supersede all prior oral or written negotiations.

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY

HERMAN APPRAISAL SERVICES

By: _____

By: Erica B. Z...

Its: _____

Its: President

INSURANCE APPROVED

Kenis H. Hager
Risk Manager

APPROVED AS TO FORM

David F. MacMillan
Assistant County Attorney

Funds are available: Subject to Approval of Budget Adjustment

Account No. 59106 - 020109

Amount: \$ 9,000.00

Ed Blauhty 8/19/91
Budgeting & Accounting

EXHIBIT B

COMPENSATION SCHEDULE

1. For preparation of appraisal and delivery of four (4) copies of the appraisal to the AUTHORITY the sum of Nine Thousand Dollars (\$9,000.00)

2. TRIAL AND HEARING PREPARATION and TESTIMONY:

Principal Appraiser.	\$ 100.00 per hour
Staff Appraiser	65.00 per hour

3. In the event that the AUTHORITY desires to cancel this contract according to Section 13 hereof, written notice thereof must be delivered to the APPRAISER, and it is agreed that the APPRAISER shall receive compensation from the AUTHORITY for all expenses and services performed prior to cancellation at the following rates, but not to exceed the sum stated in paragraph 1 of "Appendix B".

Principal Appraiser	\$ 100.00 per hour
Staff Appraisers	65.00 per hour

White & Yellow - Acctg. Dept. Copies
Pink - Report Copy
Green - Retained Copy

No. _____
(For Budgeting & Acctg.
Use Only)

RAMSEY COUNTY
REQUEST FORM FOR BUDGET ADJUSTMENTS

DEPARTMENT: NAME: RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

ORG.# 59101

The Budget Adjustment requested will require the following:

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

Org. # Account No. Account Title Amount

59101 061003 Contingent Right-of-Way Acquisition \$9,000.00

2. For Accounting
Dept. Use Only
Unencumbered
Balance Before
Adjustment 8/16/91

1,866,650.00

TOTAL \$9,000.00

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

Org. # Account No. Account Title Amount

59106 020109 Real Estate Appraisers Service \$9,000.00

Ø-New

TOTAL \$9,000.00

4. Reasons for Adjustment Request:

This budget adjustment is to transfer appropriations from the Ramsey County Regional Railroad Authority Operational Cost Center - 59101 - to project cost center 59106 Right-of-Way Acquisition to cover appraisal services required to establish the fair market value of Burlington Norhtern right-of-way being considered for acquisition between downtown St. Paul and Beam Avenue in Maplewood.

Contingent Right-of-Way Acquisition 59101 061003 Original Budget: 1,975,000.00
Transferred to Cost Center for ongoing operational costs in 1991: - 48,850.00
Transferred to Cost Center for Survey services in 1991: - 59,500.00
Balance currently available: 1,866,650.00

(Attach sheet if more space is needed)

Approval requested by: K. Despijelaere
Authorized Signature

Date: 8/19/91

Recommended

Approved by Budget Analyst: Ed Glauke

Date: 8/19/91

Recommended

Approved by Budget Director: James Van Houtt

Date: 8/19/91

Approved by Board of Co. Commissioners: _____

Date: _____

**Insured Name
and Address**

ELLEN HERMAN & CHRISPIAN SHELTON
4332 DUPONT AVE S
MINNEAPOLIS MN 55409

**Policy
Information**

Policy Number PK06325280
Policy Effective 12-21-90 12:01 A.M. Std. Time
Policy Expiration 12-21-91 12:01 A.M. Std. Time

Form number 99166 (08-88)
Processing Date 02-11-91 09:14:16
ST. PAUL GUARDIAN INSURANCE COMPANY
ST. PAUL, MINNESOTA 55102
Insured Copy

**Agency Name and
Address**

DAVID AGENCY INC
1ST FLOOR
505 E GRANT ST
MINNEAPOLIS MN 55404

Agency Number 2204086
Agency Phone 612-333-4455
Producer Code

**Limits,
Deductible,
Premium**

Liability Coverage Limit \$ 300,000
Property Coverage Limit \$ 553,000
Uninsured Motorist Limit (MN) \$ 300,000
Underinsured Motorist
Limit (MN) \$ 300,000
Umbrella liability limit \$ 1,000,000

Minnesota Fire Surtax \$ 6.22

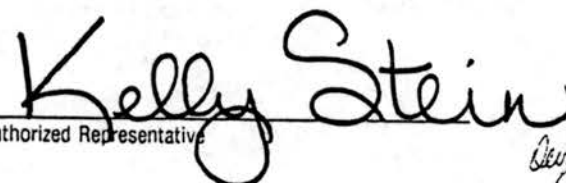
Annual Premium \$ 2,029.00

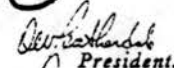
Policy Deductible \$ 500

The following form numbers represent attachments
applicable to your entire policy. Specific form
numbers to a certain coverage are listed in
subsequent pages of this summary and the forms
are attached.

Policy Contract Form 98986 (08-90)

98704 (10-89) MN SURCHARGE DISCLOSURE
99219 (10-88) SPECIAL PROVISIONS MINNESOTA
PP0567 (01-88) PERSONAL INJURY PROTECTION


Authorized Representative


President.


Secretary

For Company Use Only

114
UMW
02/11/91

**Insured Name
and Address**

ELLEN HERMAN & CHRISPIAN SHELTON
4332 DUPONT AVE S
MINNEAPOLIS MN 55409

**Policy
Information**

Policy Number PK06325280
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Form number 99166 (08-88)
Processing Date 02-11-91 09:14:16
ST. PAUL GUARDIAN INSURANCE COMPANY
ST. PAUL, MINNESOTA 55102
Insured Copy



Umbrella Liability
Exposures where
the primary
liability is covered
by a policy other
than PAK II.

Endorsements

99097 (01-88) Personal Umbrella Liability

**Minimum
Primary Limits for
exposures not
covered by the
PAK II****Automobiles**

Owned or non-owned, including
motorcycles, motorhomes,
and mopeds.
Bodily Injury \$ 250,000/500,000
Property Damage \$ 50,000
Single Limit B.I. & P.D. \$ 300,000

Recreational Vehicles

Bodily Injury \$ 50,000/100,000
Property Damage \$ 10,000
Single Limit B.I. & P.D. \$ 100,000

Business Activities

Endorsement to Comprehensive
Personal or Homeowner's Policy \$ 100,000

Comprehensive Personal

Single Limit \$ 100,000

Boats

Single Limit if under 31 feet \$ 100,000
Single Limit if over 31 feet \$ 300,000

Business Properties

Rentals Not Covered By
Comprehensive Personal
Single Limit \$ 300,000

FIRM OR INDIVIDUAL: Herman Appraisal Services
RAMSEY COUNTY CONTACT: Kathy DeSpiegelaere

PROOF OF WORKERS' COMPENSATION INSURANCE COVERAGE

Provide the information specified in the spaces below or certify the precise reason your business is excluded from compliance with the insurance coverage requirement for Workers' Compensation.

Insurance Company Name: _____
(Not the insurance agent)

Policy Number or Self-Insurance Permit Number: _____

Dates of Coverage: _____

(or)

I am not required to have workers' compensation liability coverage because:

☒ I have no employees covered by the law.

☐ Other (Specify) _____

I HAVE DISCUSSED THIS COVERAGE WITH MY INSURANCE AGENT. I HAVE READ AND UNDERSTAND MY RIGHTS AND OBLIGATIONS WITH REGARD TO WORKERS' COMPENSATION COVERAGE, AND I CERTIFY THAT THE INFORMATION PROVIDED IS TRUE AND CORRECT.

Ellen B. Herman
(Signature)

gs860

Post-It™ brand fax transmittal memo 7671		# of pages	1
To	K. DE SPIEGELAERE		
From	ELLEN HERMAN		
Co.	HERMAN APPRAISALS		
Dept.	Phone # 825-1969		
Fax #	292-6689		

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>REGIONAL RAILROAD AUTHORITY</u> Originating Department <u>K. DeSpiegelaere</u> <u>5/19/91</u> Authorized Signature Date	Board Action Requested Approve Amendment No. 2 to RCRRA Agreement RCRRA-90-001 with SRF and authorize the Chairman of the Authority to execute the Amendment on its behalf. <u>ACTION IS REQUESTED</u>
---	--

Request Justification

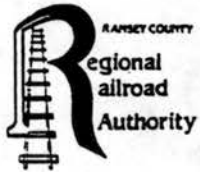
- Attachments:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Amendment No. 2

Budgeting and Accounting <u>Ed Blawie</u> <u>8/19/91</u> County Attorney <u>[Signature]</u> Risk Manager <u>[Signature]</u> <u>8-19-91</u> 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
<u>August 27, 1991</u>	<u>[Signature]</u>	<u>8/21/91</u>
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

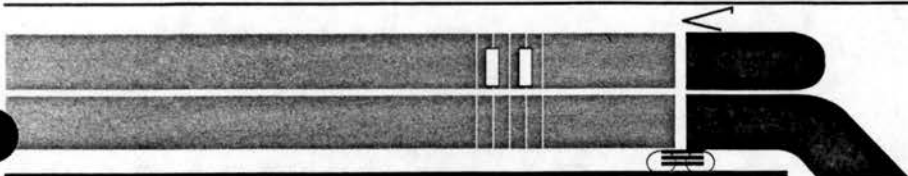
WHEREAS, The current schedule for completion of Light Rail Transit Alignment Studies for the Northeast Corridor will extend up to two months beyond the 15 month period of services provided in Ramsey County Regional Railroad Authority RCRRA-90-001 and Amendment No. 1 thereto; and

WHEREAS, Amendment No. 2 to Agreement No. RCRRA-90-001 has been prepared to extend the period of services to October 8, 1991 to accommodate the current schedule; and

RESOLVED, That the Ramsey County Regional Railroad Authority approves Amendment No. 2 to Agreement RCRRA-90-001 and authorizes the Chairman of the Authority to execute the Amendment on its behalf.

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

SUBJECT: Amendment No. 2 to LRT Alignment Study
Northeast Corridor - Agreement RCRRA-90-001

DATE: August 16, 1991

The period of services for the Northeast Corridor Alignment Study was limited to 15 months. That period ended on August 8, 1991. Minor contract tasks, including printing of the final reports, may continue up to two months beyond that date. The attached amendment to the contract extends the period of services to October 8, 1991, to accommodate completion of all contract tasks.

Recommendation

Request Authority approval of the Amendment and authorization for the Chairman of the Authority to execute the Amendment on its behalf.

KD/blk

SECOND AMENDMENT TO RAMSEY COUNTY REGIONAL RAILROAD
AUTHORITY AGREEMENT NO. RCRRA-90-001 BY AND BETWEEN THE RAMSEY
COUNTY REGIONAL RAILROAD AUTHORITY (RCRRA), THE "AUTHORITY, AND
STRGAR-ROSCOE-FAUSCH, INC., THE "CONSULTANT"

WITNESSETH:

WHEREAS, On the 8th day of May, 1990 the Ramsey County
Regional Railroad Authority (hereinafter RCRRA) and SRF, Inc.
(hereinafter the CONSULTANT) entered into an agreement
(hereinafter the AGREEMENT) which provides for consultant
services for light rail transit (hereinafter LRT) alignment
studies in the Northeast Corridor of Ramsey County; and

WHEREAS, Section IV(B)1 of the Agreement and Amendment No. 1
to the Agreement, limits the period of services to 15 months,
unless specifically provided for by supplemental agreement; and

WHEREAS, Contract tasks may continue up to two months beyond
the 15-month service period;

NOW, THEREFORE, IN CONSIDERATION OF the mutual covenants and
promises herein, it is agreed between the parties as follows:

- 1) The period of services in Section IV(B)-1 of the AGREEMENT
shall be extended to October 8, 1991.
- 2) With the exception of period of services all provisions of
the original AGREEMENT shall remain in force.
- 3) Total payments to the CONSULTANT for professional services
and reimbursable expenses under Section I of the AGREEMENT
are not increased by this Amendment.

RAMSEY COUNTY, MINNESOTA

STRGAR-ROSCOE-FAUSCH, INC.

By _____
Chairman, Ramsey County
Regional Railroad Authority

By Beta A. Fausch
Vice President

Date Aug 17, 1991

Approved as to Form:

Carl M. Hill
County Attorney

Recommended for Approval:

By Kathleen M. Peterson
Director of Light Rail Transit Planning
Ramsey County Regional Railroad Authority

BY Kevin M. Kasper 8-19-91
County Risk Manager

Funds Available from Account 59107-020102

By Ed Blauvelt 8/19/91
Budgeting and Accounting